

# The Hongkong Telegraph.

(ESTABLISHED 1861.)  
Copyright, 1911 by the Proprietor.

September 12th, 1911. Temperature 10 a.m. 81, 4 p.m. 88; Humidity...80, 71.

September 12th, 1910. Temperature 10 a.m. 82, 4 p.m. 80; Humidity...81, 85.

No. 8674

號一廿月七年三統宣

WEDNESDAY, SEPTEMBER 13 1911. 三拜禮

號三十月九年九港香

\$30 PER ANNUM.  
Single Copy 10 CENTS.

## REUTER'S TELEGRAMS.

### FRANCE AND GERMANY.

#### A SIGNIFICANT "EXPERIMENT."

[SERVICE TO THE "TELEGRAPH."]

Via Bombay, Sept. 13, 7 a.m.

The Admiralty are rushing large consignments of Welsh steam coal to Hull, Newcastle and other North Sea ports by railway instead of by ship, thus heavily increasing the cost. Every waggon is labelled "Urgent O.H.M.S." The Admiralty have placed additional urgent orders for 18,000 tons. It is stated that the scheme is merely an experiment in rapid despatch, but in view of the cost, it is surmised that it is rather a precaution.

#### OPINION IN FRANCE.

Via Bombay, Sept. 12, 3.25 p.m.

The Paris "Temps," voicing French opinion on the Moroccan question, states that Herr Kiderlin Waechter's demands on behalf of Germany are rather puerile than annoying.

France, continues the journal, is now prepared to reject the unacceptable demands of Germany, and says it is time that the German illusions on this point were dispelled.

The Cabinet meets to-day to discuss the French reply to the German proposals. It is expected the reply will be as conciliatory as is possible under the circumstances, but France is determined to stand absolutely firm.

M. Caillaux, M. Descloux and the French ambassador to Great Britain conferred during the evening.

#### GERMAN SEMI-OFFICIAL VIEW.

The "Lokalanzieger" disclaims the idea that Germany is seeking extraordinary privileges, and asserts that the question is merely one of guarantees, affecting all nations.

#### DISAPPOINTMENT IN BRITAIN.

Reuter's statement that great disappointment is felt in England at the turn of the situation strikes the keynote of British comment.

## REUTER'S TELEGRAMS.

### GERMAN SOCIALISTS' AND WAR.

Via Bombay, Sept. 13, 1 p.m.

The German Socialist Congress, discussing an official resolution protesting against an attempt to provoke a murderous English, French and German war, stated that it was only Colonial pirates and Chauvinists, afloat and ashore, who were the cause of the manufacture of war materials in order to profit therefrom. The Congress demands the immediate summoning of the Reichstag in order to enable the people's representatives to voice their opinions. Violent speeches were made, accusing the leaders for Socialists hesitate to protest against the Morocco adventure.

#### WAR RISKS.

Via Durban, Sept. 12, 11.55 a.m.

After dropping to five per cent. insurance risks against a Franco-German war within the next two months have risen to twelve guineas. They are mainly taken out to cover depreciation of shares, though many cargoes are also covering.

#### ETNA IN ERUPTION.

Vineyards threatened.

[SERVICE TO THE "TELEGRAPH."]

Via Bombay, Sept. 12, 1.50 p.m.

Mount Etna is once more erupting lava and threatening the forests and vineyards on the slopes of the mountain. The streets of Catania are covered with ashes.

#### RAILWAY ENDANGERED.

Via Durban, Sept. 12, 11.55 p.m.

Mount Etna is again active, and another crater has opened. At Montenero (?) continuous earthquakes are being felt, and these are accompanied with a rain of cinders. Lava, which is three hundred metres wide, threatens the railway.

#### H. I. C. M. HAICHI.

Welcome at New York.

[SERVICE TO THE "TELEGRAPH."]

Via Bombay, Sept. 13, 7 a.m.

The Chinese cruiser "Hai Chi" has arrived at New York, and received all possible honours.

## REUTER'S TELEGRAMS.

### THE ST. LEGER.

Probable starters.

[SERVICE TO THE "TELEGRAPH."]

Via Durban, Sept. 12, 8.45 p.m.

The following are the probable starters and jockeys for the St. Leger:—King William (F. Wootton), Lycan (G. Stern), Tootles (Donoghue), Prince Palatine (O'Neill), Almah (Fox), Pietri (Maher), Cherry King (H. Jones), Longbent (Winter), Bachelor's Hope (Musso), and Beaupaire (Rickaby).

#### THE BETTING.

Via Bombay, Sept. 13, 1 p.m.

The betting for the St. Leger is:—15 to 8 against King William, 5 to 2 against Lycan, 4 to 1 against Prince Palatine, and 100 to 8 against Pietri.

#### ANTARCTIC RESEARCH.

### THE AUSTRALIAN EXPEDITION.

[SERVICE TO THE "TELEGRAPH."]

Via Durban, Sept. 12, 11.55 p.m.

The New South Wales Government is contributing £7,000 towards Mawson's Antarctic Expedition.

#### OBITUARY.

### LATE PRIMATE OF IRELAND.

[SERVICE TO THE "TELEGRAPH."]

Via Durban, Sept. 12, 11.55 p.m.

The death is announced of the Most Rev. William Alexander, Archbishop of Armagh and Primate of All Ireland.

#### TENNIS.

The Davis Cup.

[SERVICE TO THE "TELEGRAPH."]

Via Durban, Sept. 13, 1.20 a.m.

America has won the preliminary round of the Davis Cup tennis competition.

## REUTER'S TELEGRAMS.

### PORTUGAL.

#### RECOGNISING THE REPUBLIC.

[SERVICE TO THE "TELEGRAPH."]

Via Durban, Sept. 12, 3.55 p.m.

The recognition of the Portuguese Republic by Britain, Germany, Austria, Spain and Italy, announced in Lisbon by the respective Ministers of the Powers, caused great rejoicing amongst all classes, especially Britain's recognition. Preparations are in progress for making enthusiastic demonstrations in front of the legations.

#### LABOUR IN CANADA.

Supports reciprocity.

[SERVICE TO THE "TELEGRAPH."]

Via Durban, Sept. 12, 3.55 p.m.

The Canadian Labour Congress has declared for reciprocity.

#### EMIGRANT SHIP ABLAZE.

#### A FIVE-DAYS' FIGHT.

[SERVICE TO THE "TELEGRAPH."]

Via Durban, Sept. 12, 8.20 p.m.

Reuter's correspondent at St. Helena wires that the steamer Papanus (7), bound from London to Westralia, with three hundred and forty-seven emigrants on board, arrived with the bunkers on fire.

The emigrants were housed in barracks and at the military hospital. The crew had fought for five days with the fire. The cargo is being discharged, volumes of smoke issuing from the holds.

### THE GERMAN MAN-ŒUVRES.

#### AN ELBE TRAGEDY.

[SERVICE TO THE "TELEGRAPH."]

Via Durban, Sept. 12, 8.20 p.m.

While a detachment of the Uhlans regiment was crossing the Elbe on horseback at Pöhl, eleven of the men were drowned.

#### TRUE TO NAME.

A scuffling feat.

[SERVICE TO THE "TELEGRAPH."]

Via Durban, Sept. 12, 8.20 p.m.

Rev. Swan, an ex-Cambridge Blue, has scuffled from Dover to Calais in three hours fifty minutes, which constitutes a record.

## REUTER'S TELEGRAMS.

### THE STRIKE'S.

#### GOVERNMENT'S ACTION DEFENDED.

[SERVICE TO THE "TELEGRAPH."]

Via Bombay, Sept. 12, 1.50 p.m.

Mr. Alexander Ure, Lord Advocate of Scotland, speaking at Kilmarnock in support of the candidature of Mr. W. E. Gladstone, said the Government was justified in the employment of the military during the strikes and the Government was ready to repeat the action even if it imperilled its existence, otherwise it would be unfit to govern a civilised country.

#### SCHOLARS' STRIKE.

"SPARE THE ROD."

[SERVICE TO THE "TELEGRAPH."]

Via Bombay, Sept. 12, 1.50 p.m.

A remarkable strike has occurred in London. Six board schools in the East End are demanding a Wednesday half-holiday and loss of earnings. The strikers, armed with clubs, surrounded the schools but the police prevented disorders occurring. Hundreds of scholars have also come out on strike in Manchester and Liverpool.

#### THE HEAT WAVE.

#### DROUGHT CAUSES DISTRESS.

[SERVICE TO THE "TELEGRAPH."]

Via Durban, Sept. 12, 10.10 a.m.

The unprecedented drought in England is still unbroken. The north is suffering from a shortage of water and people are reopening wells and endangering health. Manchester has only twenty-six days' of restricted water supply. Numbers of wool-workers in the Bradford district are workless in consequence of the shortage of water, and subscriptions are opening for their assistance. The agricultural outlook in the south is also unfavourable.

## REUTER'S TELEGRAMS.

### BLACK AND WHITE.

The jury system.

[SERVICE TO THE "TELEGRAPH."]

Via Durban, Sept. 12, 10.10 a.m.

The "Morning Post" states that the bringing of an illegality to the aid of outraged justice is no remedy for the failure of the jury system in East Africa, and to use the Governor's warrant to deport a man, who by law is innocent, constitutes an undesirable precedent and a chamber rule.

### CHINESE TELEGRAMS.

#### THE CHIU CHOW FLOODS.

An imperial grant.

[SERVICE TO THE "TELEGRAPH."]

Peking, Sept. 12.

H.E. the Canton Viceroy has reported the serious floods at Chiu Chow to the Throne, and an Imperial Edict has been issued authorizing a grant of Tls. 40,000 from the Imperial Treasury towards the relief of the sufferers.

#### Measures for Relief.

[THE "TELEGRAPH" CORRESPONDENT.]

Canton, Sept. 12.

The Canton public are industriously seeking ways of relieving the flood sufferers at Chiu Chow. A Chiu Chow flood relief bureau has already been established in the Ngoi Yuk charitable institutions. In view of the seriousness of the situation, H.E. the Viceroy has had a further 6,000 piculs of rice purchased for the relief of the sufferers and has ordered Mr. Li Shek Sun to take these supplies to Chiu Chow for distribution among the sufferers. The Chai Kwan and Red Cross Society despatched to-day some of their representatives to the scene with medical supplies. It is reported that the Canton branch of Messrs. A. S. Watson & Co., Ltd., has donated a large assortment of medicine for the same purpose.

#### FOREIGN TROOPS IN TIBET.

[SERVICE TO THE "TELEGRAPH."]

Peking, Sept. 12.

The Chinese Amban at Tibet has telegraphed to the Cabinet that a certain foreign nation had despatched troops into Tibet, under the pretext of protecting foreign merchants.

## CHINESE TELEGRAMS.

### THE SZE-CHUAN OUT-BREAK.

Agitators in Peking.

[SERVICE TO THE "TELEGRAPH."]

Peking, Sept. 12.

As a result of the outbreak in Sze-chuan in opposition to the Government's scheme for nationalizing the railways the Prince Regent has directed the commander-in-chief of the Infantry in the Capital and the presidents of the Ministry of Interior to have the representatives of Sze-chuan who are staying in the Capital in connection with the agitation for popular control of railways, sent back to their native province under strong escort. His Highness has also ordered the local authorities to keep a strict

#### REINFORCEMENTS IN READINESS.

[SERVICE TO THE "TELEGRAPH."]

Peking, Sept. 12.

The Central Government has telegraphed to the Viceroy of Hupoh, and the Viceroy of Yunnan to despatch troops into Sze-chuan in case of emergency.

#### MANCHUS AND CHINESE.

#### THE CABINET'S COMPOSITION.

[SERVICE TO THE "TELEGRAPH."]

Peking September 12.

His Excellency Sai Chuk has old Prince Ching, that, in view of its heavy responsibilities, the Cabinet should have more Manchu officials than Chinese. Prince Ching quite agrees with this view.

#### THE FATSHAN RAILWAY.

#### AN APPOINTMENT DECLINED.

[SERVICE TO THE "TELEGRAPH."]

Peking September 12.

Mr. Lo Shung Ling has telegraphed to the Ministry of Communications, declining to accept the directorship of the Sam-sui and Fatshan Railway. So far no reply has been received from the Ministry.

#### The Weather Forecast.









## THE JAPANESE NAVY.

## An Outspoken Critic.

The revelation by Captain Ota of various alleged weak spots in the armour of the Japanese navy has aroused a great deal of journalistic attention. Writing with reference to this subject the "Osaka Asahi" (translated by the "Japan Chronicle") remarks that there is reason to believe that the abuses existing in naval and military circles are very real, and a thorough cleansing of the Augean stable is only possible by the appearance of fearless and impartial critics like Captain Ota. For this reason, people would welcome the assistance of two or three Ota's in the field. Although not a supporter or corroborator of Captain Ota's allegations is forthcoming so far, the critic seems to be quite free from official interference, for he is openly giving vent to his opinions in various parts of the country. His disclosures must prove a heavy blow to the naval extension scheme which the authorities are getting into shape, taking advantage of the feeling of navy-worship, that is being intensified among the Japanese people owing to the warm ovations Admiral Togo has been receiving in Europe and America. Captain Ota, as a naval man, evidently knows when to strike an effective blow.

What is regrettable, the Osaka Journal continues, is that Captain Ota's indictment of the Japanese navy does not stop with the criticism of general naval administration and an attack on clan favouritism. He goes on to allege the existence of corruption in naval circles without supporting his allegations by facts. Speaking to a representative of the "Osaka Asahi," Captain Ota remarked:—

"If the inspection of arms and ammunition is not so strict as it should be, and the delinquency be only discovered in case of emergency, as in the case of Russia, what might not be the consequences?" Again, he said:—"Some people think that the taking of commissions on the purchase of arms, etc., is quite usual in foreign countries. The practice may be usual among business men, but naval and military discipline does not allow such irregularities. If there be anyone in the Japanese navy who would resort to such a mean practice, the Japanese navy will become the butt of ridicule by the world and bring the whole country into disrepute. These are Captain Ota's words, which, if they are not exactly direct, show what he is driving at as clear as daylight. If he really means what he says, he should, while still in active service, have taken every measure in his power to correct the abuses to which he refers. Sweeping condemnation of alleged shortcomings after he has been placed on the retired list, and dealing with matters which are likely to seriously mislead the people if not substantiated, is not becoming in a critic. If what Captain Ota alleges be true, the Japanese people can hardly let the matter pass unnoticed. It would be necessary for the Diet to appoint a Naval Investigation Commission, and for other independent measures of inquiry to be taken. That the Japanese navy is not entirely free from lack of discipline may be gathered from the discovery some time ago of women of doubtful virtue on board a torpedo-boat at Takeshiki. Although Captain Ota says that quick promotion in the navy is only possible for sycophants, and that the way is practically barred to men of real ability, there can be no manner of doubt that there are in the Japanese navy many men of ability and integrity like Hirose and Shiraiishi. But the atmosphere once vitiated, the evil may spread to the whole fabric. If Captain Ota's attack on the navy is based upon facts and honest conviction, it will do valuable service to the country, however repugnant it may prove to the authorities.

## THE CANADIAN ELECTIONS.

## A Forecast.

In view of the impending elections in Canada the following article from the "New York Evening Post" of August 4 is of interest.—In attempting a forecast of the results of the approaching parliamentary elections across the border, we are in danger of overestimating the importance of the specific issue of the moment and underestimating the general drift of Canadian party politics. Sir Wilfrid Laurier has dissolved on the question of reciprocity and is making his campaign on that platform. Yet it is essential to remember that reciprocity is being advocated by the party which has been in control of Canadian affairs for a decade and a half. The predominant question, today is whether or not the Liberal party has run the length of its tether. If the Canadian people are tired of Sir Wilfrid Laurier, reciprocity will hardly save him. If they have no desire for a change on general grounds, reciprocity will hardly destroy him.

The two-party system in Canada has worked more along the lines of our own political evolution than that of England. Even in the mother country the theory that one party in power succeeds another in swift rotation has seldom been realized. The tide will run Conservative through several Parliaments and then set steadily in the Liberal direction. Nevertheless, the cycles of party supremacy and party eclipse in England are much shorter than they have been with us or with the Canadians. Our own record of half a century of Democratic ascendancy, followed by half a century of Republican ascendancy, has almost been paralleled in Canada. From the establishment of the Canadian Federation in 1867 to 1896 the Conservatives were out of power for only five years. From 1896 to the present day, the Liberals have been in control. The Manitoba school agitation was the specific issue upon which the Conservative party went to pieces in 1896, but the real cause was rather senile debility. It cannot be said that the Laurier regime has reached that stage.

It does not detract from the prestige of the Canadian Liberals that the Liberal party should be so largely Sir Wilfrid Laurier. For that matter, the Conservative party during its long period of supremacy was largely Sir John Macdonald. It has been Sir Wilfrid's good fortune to have behind him the oldest Canada and newest Canada—Quebec, in which his influence is largely a question of blood-descent, and the great Canadian West, whose marvelous development, fortunately for the Liberals, began just when that party was coming into power. To that development Sir Wilfrid Laurier and his followers were wise enough to lend the very heartiest encouragement. The political advantage they have derived is therefore the honest reward of opportunity well seized. How fast the Canadian West would have grown under a Conservative regime is not a profound question. The average voter does not look behind the returns. With us it has taken a quarter of a century to knock a breach into the widely accepted dogma that it is the Republican party that makes the corn grow. To Alberta and Saskatchewan the Liberals are in a position to point with pride. And it is fair to presume that as the influence of the West continues to increase, the fortunes of the Liberal party, speaking broadly, are likely to grow with it.

That reciprocity will prove, in the present campaign, to be one of those dynamic issues that work political revolutions seems highly improbable. For one thing, as a practical question it is not old enough and has not bitten into the public consciousness deep enough to produce a nation-wide upheaval. The sentiment for reciprocity is, we believe, a good deal stronger than the sentiment against it. The farmers of the West have spoken with no uncertain voice on the matter. But even among those Canadians who favour reciprocity, we miss the passionate zeal with which the great majority in this country has approached

the question. To us reciprocity is a great deal more than a commercial arrangement with a neighbouring nation. In a more intimate sense, it is a domestic problem. This first breach in the tariff wall is something more than a tariff measure. It is an assault upon the spirit and the scheme of things of which the tariff is only one manifestation. It is an assault directed against the entire practice of private gain at public expense, whether the public's loss be actual dollars and cents or the corruption of our institutions by the agents of private interest. To millions in this country, the tariff wall is a symbol in the same way the Bastille was a symbol. The occasion is one for passions to run high.

But Canada has little reason to feel about protective tariffs as we do. To our neighbours, the tariff is an economic one, to be judged and decided by a balancing of diverse economic interests. The Conservatives have tried to impart moral fervour into the discussion by raising the issue of taxation and the integrity of the British Empire. Their measure promises to be as futile as the great imperialist call to arms in favour of tariff reform, issued by the Chamberlain party in England. Obviously the English selector likes his economics and his patriotism separate. The argument of imperial unity failed before the argument of swelling trade returns and increased employment. It will probably fail in Canada for the same reasons.

Fought out on its merits as an economic policy, it is exceedingly doubtful whether the reciprocity issue can cut down Sir Wilfrid Laurier's substantial majority. We have seen that the Liberal strength is concentrated in the Province of Quebec and in the few provinces of the West. In both sections, the predominant interests are agricultural, and consequently in favour of a measure that throws open the vast markets to the south. Opposition to reciprocity centres in Ontario, the stronghold of the Conservative party, and the principal seat of Canadian manufactures. The division is fairly clear-cut. Anti-reciprocity may gain seats in Ontario, reciprocity will probably gain seats elsewhere. In the Parliament just dissolved, the different provinces were represented as follows: Ontario, 86; Quebec, 65; Nova Scotia, 18; New Brunswick, 13; Manitoba, 10; Saskatchewan, 10; British Columbia, 7; Alberta, 7; Prince Edward Island, 4; Yukon Territory, 1; making a total of 221. Sir Wilfrid Laurier's majority in the present Parliament is in the neighborhood of fifty. An overturn of twenty-five seats might give the Conservatives a bare majority, but that gain has to be made almost entirely in Ontario, which supplies a little more than one-third the membership of the new House of Commons. Such a gain can hardly be compassed, unless forces other than those connected with the reciprocity question are at work to bring it about.

## WEATHER PRANKS.

## Three Bad Months.

In view of the abnormally wet and stormy summer the following article from the "Manila Times" of September 2 may prove of interest:—

Though typhoons and unprecedented rainfall have been of almost daily occurrence during the months of June, July and August, the Philippine Islands, according to Father Algue, director of the observatory, are really only approaching the time of danger from typhoons, the months of September and October. For the last fifty years the most severe typhoons have been observed in October and in the present month for Manila, though the archipelago feels heavy storms throughout the entire year. The most severe typhoon known in late years in this part of the islands was felt on September 25, 1905, it being exceeded only in strength by the great storm of October 18, 1832. Though Baguio and the mountain districts have been swept by probably the most severe typhoons in their late history, Manila has not felt the entire strength of a typhoon this year.

The rainfall for the month of June, past, in Manila was only

117.2 millimeters, it being exceeded by the average precipitation, which is 256.8. In July, however, the fall was 608.5 millimeters, while the average rainfall for that month for the last 45 years has been only 395.8. The month of August saw a fall of 410.4 millimeters. The average for that month is 352.9. While the rainfall in Baguio for June was not quite half the average precipitation, in July what was thought to be a world's record was made. In that month, with the constant occurrence of typhoons, 3,381.6 millimeters, about 133 inches, of rain fell, five times as much as the normal precipitation for July. This was probably due in the major part to the great typhoon of July 11 to 15, which has become famous as the destroyer of the Benguet road. In August more than twice the normal rainfall was registered, the precipitation having been 2,470 millimeters.

## The Typhoons.

Twelve typhoons were felt in the archipelago during the past three months, almost twice the number of the other average for the past twenty years. Five of these storms occurred in July, the most severe being those of July 11 and 21, the first being the storm which caused so much damage in the Benguet country, and the second, the one responsible for the floods in northern Luzon, especially along the west coast. The following record of typhoons in the archipelago for the months of June, July, and August, has been prepared by Father Algue:—

The first typhoon of June appeared east of Bashi channel and curved toward the north. On the 17th it still held its northern course and on the 18th it veered to the northeast, passing over Tokyo on the following day. This storm was severely felt in Japan.

The second typhoon made its appearance on the north China sea on the 19th and on the 21st it was west of Hongkong. It had very little effect on the archipelago.

The last typhoon of June appeared on the 30th, showing its influence on the eastern Visayas. On the 1st of July it was east of Luzon, less than 200 miles, moving west. It crossed Luzon north of Manila at a distance of approximately 150 miles. On the 4th of July it entered the Tonquin gulf.

July began with its first typhoon on the 9th, a storm appearing east of Balingbang channel and moving north on the following day. The big storm of the month was first sighted between the Marianas and the Western Carolines on the 11th. Two days later it was east of northern Luzon and was east of central Luzon on the 14th. It crossed Luzon on the 15th and inclined north in the interior of the island and entered the China sea northwest of Luzon. On the 18th it was observed over the northern part of Formosa channel.

Another typhoon appeared east northwest of Yap on July 17th. Two days later it was again observed north of Yap and was east of Luzon on the 21st. It was distant more than 200 miles from the observatory, and on the 26th inclined northward. Finally on the 29th it was south of Naha (Lochoos) and moved toward Japan on the 26th. On the 21st another typhoon appeared over the China sea west of northern Luzon. It moved first very slowly to the east-north-east and afterward, when it was east of Bashi channel, moved to west-north-west on the 26th. On the following day it passed very near Hongkong shortly before noon.

The fifth cyclone of the month made its appearance on the 30th east of northern Luzon. It was east of northern Luzon on the following day, moving to the northwest. On August 3 it was south of Hongkong, and on the 5th entered the continent between Hongkong and Macao. The first typhoon of August appeared on the 7th midway between the Philippines and the Philippines. On the 9th it went to the southeast of the Lochoos and entered the continent north of Shanghai two days later.

Another typhoon appeared east of the northern Lochoos on the 14th. On the 15th it was over southern Japan. It crossed along Japan on the following day. On the 21st a typhoon appeared northwest of the Marianas and on the 23rd it was midway between Guam and Philippines. On the 25th it was east of northern Luzon less than 200 miles, moving to the

## Prepaid Advertisements.

25 WORDS \$1 for 3 insertions or \$2 for one week.

BOARD AND RESIDENCE—  
"HOMEVILLE," Morrison Hill, splendid view of the harbour, 10 minutes from Post Office by electric car; entrance 163, Wanchai Road. Apply at the house. [128]

TO LET—TWO ROOMS—suitable for married couple with child. Write stating particulars, etc., to X.Y.Z., c/o "Hongkong Telegraph." [1373]

WANTED: BOARD AND RESIDENCE for married couple with child. Write stating particulars, etc., to X.Y.Z., c/o "Hongkong Telegraph." [1373]

## Notices

## NOTICE.

WE have this day transferred our AGENCY in Hongkong and Canton to MESSRS. DODWELL & CO., LTD., who are hereby authorized to sign as AGENTS all documents relating to the business of the Company. Its Offices will continue to be for the time being in Alexander Buildings.

THE CHINESE ENGINEERING & MINING CO., LTD.  
Hongkong, 1st Sept., 1911. [1401]

## NOTICE.

HAVING this day been appointed AGENTS for the CHINESE ENGINEERING & MINING CO., LTD., in Hongkong and Canton we request that all communication relating to their business be addressed to DODWELL & CO., LTD., Agents.

THE CHINESE ENGINEERING & MINING CO., LTD.  
Alexander Buildings,  
Hongkong, 1st Sept., 1911. [1402]

## NOTICE.

WE, DODWELL & CO., LTD., of Hongkong, hereby give notice that in consequence of instructions received from the Joint Owners JAMES HENRY SCOTT and JOHN SWIRE, we have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the Steam Launch "TAIKOO" of Hongkong Official number 120978 of gross tonnage 25 tons, Register tonnage 10 3/4 tons, heretofore owned by James Henry Scott and John Swire for permission to change her name to "LAOU TAIKOO" and to have her registered in the new name at the Port of Hongkong as owned by James Henry Scott and John Swire.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.

Date: at Hongkong this 11th day of September, 1911. [1872]

On the 26th it was over Batanes island, and one day later passed over northern Formosa, entering the continent near the northern coast of Amoy on the 28th.

The last typhoon of the month past, which is still observed in the archipelago, appeared on August 28th east of northern Luzon. Moving to the northwest on the next day, it was east of Bashi channel, moving northward south of Naha (Lochoos). It swept westward on the 30th, passing over the southern Lochoos on the last day of the month. It was seen moving toward northern Formosa yesterday. This storm was the most severe of the past month.

## Looking Forward.

"It will be seen by the record," said Father Algue yesterday, "that typhoons have been present in the archipelago nearly every day in the past three months. This is very unusual for this time of the year, and though we have had more severe individual storms in the past, I think for frequency the typhoons recorded set a record. September and October may be looked upon as dangerous months for Manila, the average for the past twenty years having been 3 and a fraction storms in each of these months. With the start they have had on us in June, July and August, there is no telling what the typhoons will wind up the season by doing in the present month."

## Entomations

## THE GENERAL ELECTRIC CO. OF CHINA, LTD.

CONSULTING ENGINEERS AND MANUFACTURERS.

Telegrams  
"Sparkless"

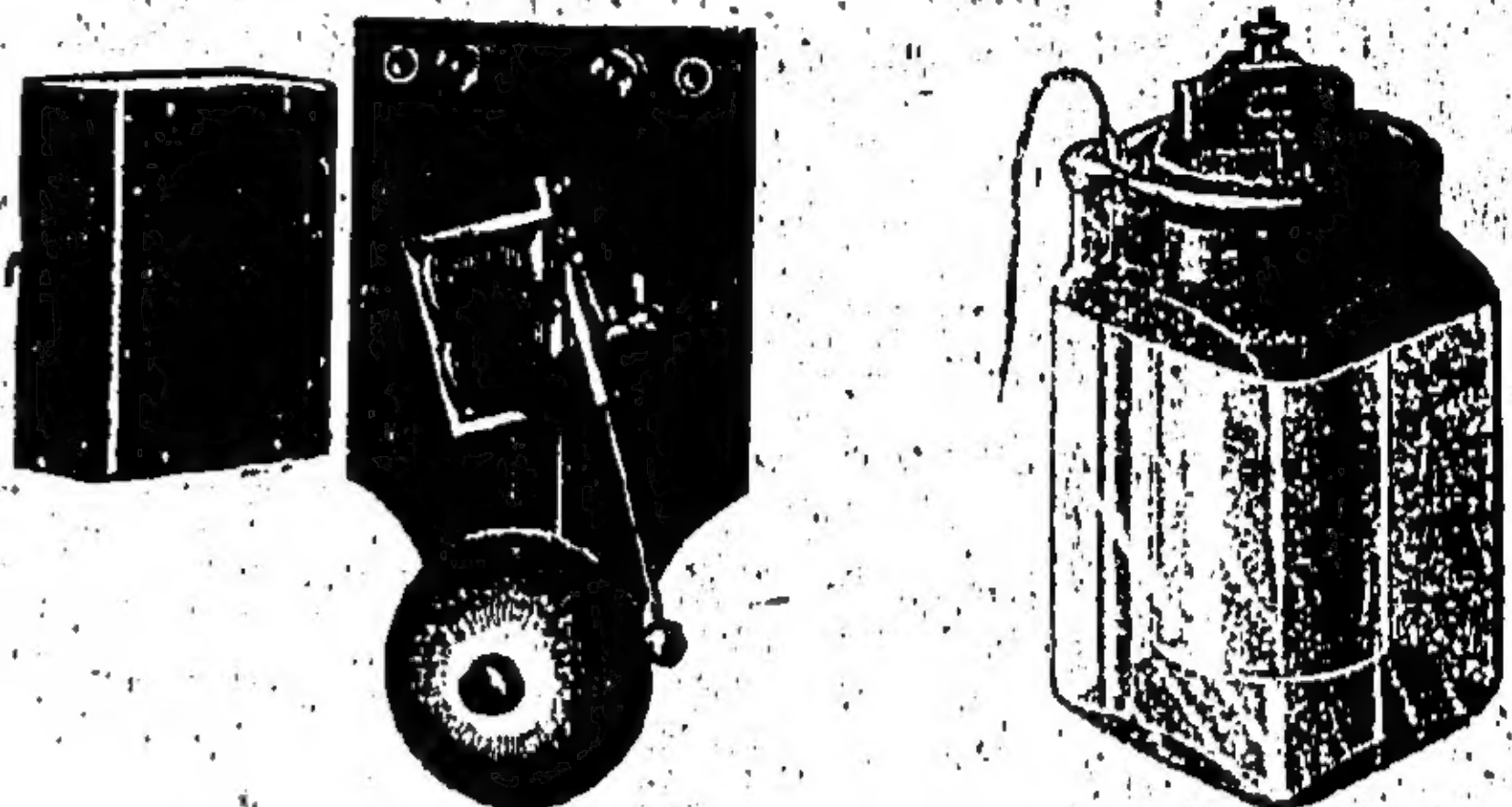
Telephone  
518.

16, Des Vaux Rd.  
Hongkong.

MANUFACTURERS OF ALL KINDS OF ELECTRICAL MACHINERY.

ESTIMATES GIVEN FREE.

Large Stocks of Fittings, Cables, Wires and Accessories held in Hongkong & Shanghai.



RETAIL SUB-AGENTS—

WM. C. JACK & CO.,

[1308]

14, Des Vaux Road, Hongkong.



SHORTEST & QUICKEST ROUTE

BETWEEN

THE FAR EAST & EUROPE.

via DAIREN.

SUMMER SCHEDULE.

(Effective from May 1, 1911.)

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of extra fast equipped Sleeping, Dining and 1st Class Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Sakiko Maru" (each 2,877 tons) as follows:—

## NORTH BOUND.

1st Class Fares						
\$40	Shanghai (Steamer).....Lv.		Thurs.	Sun.		
	Dairen ( " ).....Ar.		Sat.	Tues.		
Y14.95	" (S.M.R. Train).....Lv.	6.00 a.m.	Sun.	Wed.	Fri.	
	Mukden ( " ).....Ar.	1.00 p.m.	"	"	"	
	" ( " ).....Lv.	2.05 "	"	"	"	
Y11.50	Changchun ( " ).....Ar.	8.30 "	"	"	"	
	" ( " ).....Lv.	*9.30 "	"	"	"	
R 8.00	(Russian Train).....Lv.	*9.30 a.m.	Mon.	Thurs.	Sat.	
	Harbin ( " ).....Ar.		State Ex- press for Moscow.	Wa- gon Ex- press for Si- beria.	State Ex- press for Si- beria.	
Connecting at Harbin with						

Connecting at Harbin with

## SOUTH BOUND.

			State Ex- press from St Pet'g.	State Ex- press from Moscow	Wagon fare from Mos- cow
Connecting at Harbin with					
R 9.00	Harbin (Russian Train).....Lv.	11.20 a.m.	Mon.	Wed.	Fri.
	Changchun ( " ).....Ar.	8.25 p.m.	"	"	"
	(S.M.R. Train).....Lv.	10.30	"	"	"
Y11.50	Mukden ( " ).....Ar.	5.10 a.m.	Tues.	Thurs.	Sat.
	" ( " ).....Lv.	5.05	"	"	"
Y14.95	Dairen ( " ).....Ar.	1.30 p.m.	"	"	"
	(Steamer).....Lv.	Noon	Wed.	"	"
Y40.00	Shanghai ( " ).....Ar.		Fri.	"	Sun.
					Tues.

Connecting at Harbin with

\* Russian Train Time is 23 minutes ahead of the S.M.R. Time. For instance 8 p.m. by the former is 5.37 p.m. by the latter.  
Supplemental Charges on DAIREN-CHANGCHUN Service.  
Express Extra Fare .....Y8.00  
Sleeping Car Supplement .....Y6.00  
TICKET AGENCIES—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Train Co., the Nippon Yusen Kaisha, Shanghai, Merars, Thos. Cook & Son, and Reisebureau der Hamburg-Amerika Linie.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add.: "Yamato") at Dairen, Port Arthur, Mukden, Fushan and Changchun, all under the Company's management.

SOUTH MANCHURIA RAILWAY COMPANY

DAIREN.

Tel. Add.: "Man'nan." Code: A. B. C. 5th. Ed. A. I. & Lieber's

## FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.

Output 3,500 tons per day

Fresh stock always on hand at Dairen, Newchwang, and Tientsin. Depot also at Ch'ao, Shanghai, Hongkong, Singapore and Penang.

MINING DEPARTMENT.

SOUTH MANCHURIA RAILWAY COMPANY,

DAIREN.

Tel. Add.: "Man'nan." Code: A. B. C. 5th. Ed. A. I. & Lieber's

Agents: MITSUI BUSSAN KAISHA, LTD.  
Hongkong, 8th April 1911.



## IT TEMPTS THE PALATE!

### ICE CREAM SODA

Our New Drink

DELICIOUS AND REFRESHING

A. S. Watson & Co., Ltd.

Hongkong, 24th August, 1910.

[82]

#### NOTICE TO SUBSCRIBERS.

The rates of subscription to the Hongkong Telegraph will be as follows:—  
Daily issue—\$36 per annum.  
Weekly issue—\$13 per annum.  
The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.  
The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.00 per quarter is charged for postage.  
The postage on the weekly issue to any part of the world is \$1.00 per quarter. Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only). (PAYABLE IN ADVANCE.)

By Order,

"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union

The Hongkong Telegraph.

HONGKONG, WEDNESDAY, SEPTEMBER 13th, 1911.

The order for the deportation of Mr. Cole from East Africa proves that the Home Government is determined to show that acquittal by a sympathetic jury does not necessarily mean escape from all punishment by anyone who has broken the law. In this particular case there was no shadow of doubt in regard to Mr. Cole's guilt. He was accused of the most serious crime known to British jurisprudence—the wanton taking of life. The facts are simple and undisputed; they were frankly disclosed by Mr. Cole himself. For some time Mr. Cole had been suffering from the depredations of sheep stealers. In order to catch certain suspected men red-handed, he, with other white men, paid a surprise visit to a native hut. A native endeavoured to bolt, whereupon Mr. Cole fired at him, wounding him so severely that he subsequently succumbed to his injuries. With those facts before them a jury of Mr. Cole's neighbours found that he was "not guilty" of murder. It is an unfortunate defect in British law that degrees of murder are not recognised. There are, it is true, loop-holes provided in "justifiable homicide" and "manslaughter," but these do not entirely meet the difficulty. Other countries in their codes take cognizance of the degree of intention on the part of the perpetrator of the murder. That Mr. Cole actually intended to kill the native is improbable, but the recklessness of results shown should certainly not have been allowed to pass unpunished by ordinary process of law. The jury, knowing local conditions and having the alternatives of branding Mr. Cole as a murderer and trusting to a judge who would regard the crime from a strictly legal point of view, or of violating their oaths by returning a verdict of "not guilty," chose the latter course. There is, of course, no justification for their conduct, although a knowledge of the conditions which obtain in the more sparsely settled districts in South and East Africa may temper condemnation. Had these men been able to take the middle course of finding Mr. Cole guilty of murder in a minor degree they would have been able to satisfy the demands of justice and of conscience. As it is they have satisfied neither. The case of Mr. Sam Lewis resulted in as a grave miscarriage of justice. Mr. Lewis, upon learning that a native "boy" had made improper overtures to Miss Lewis, a young girl, deliberately took the "boy" out into a courtyard and shot him dead. In this instance the crime was premeditated, but it is complicated from a sentimental point of view by the fact that the "unwritten law" is involved. Mr. Lewis was placed on his trial, and after one jury had disagreed a second found him "not guilty." It will be interesting to see whether the same punishment that has been inflicted upon Mr. Cole, who is closely connected with the peerage, by the Home Government will be meted out to Mr. Lewis, who is not.

To the determination that a period must be put to the miscarriages of justice in British Africa, of which the Cole and Lewis cases are the most glaring instances, no exception can be taken. Justice must be vindicated. But in regard to the method there may be differences of opinion. For the Imperial Government to repair every rent in the robe of justice in Africa would be obviously unwise, if not dangerous. To abolish trial by jury, at least temporarily, is advocated in some quarters, but this would mean the withdrawal of a privilege that is highly prized and could not be effected without great friction. For a layman to venture an opinion on matters such as this might seem presumptuous, but it does seem to the impartial observer that to change the venue of the trial would be the commonsense way out of the difficulty—failing an amendment of the criminal law to permit of juries conscientiously performing their duties. For a man to be tried in the vicinity of the scene of his alleged crime may be well enough in ordinary cases, but in the peculiar circumstances that prevail in South and East Africa it would clearly be well to fix the place of trial at a distance sufficient to discount sentiments of sympathy born in neighbourly regard. The adoption of this plan would relieve the Imperial Government of a delicate and dangerous duty and would offend the amour propre of the South Africans less than any other method that has been suggested.

#### DAY BY DAY.

The last act crowns the play.

Between the 9th and the 12th inst. clothing to the value of \$30 and some American gold dollar buttons were stolen from 478 Queen's Road West.

A granite monument is being prepared for erection in the City of London Cemetery, Manor Park, in memory of the policeman killed in connection with the Houndsditch murders.

According to the "Pall Mall Gazette" a person whose ingenuity is better developed than his virtue made a considerable sum of money early in August by calling upon aspiring radicals and pretending that he had been deputed to sound them in the question of accepting a peerage. Many hopes were raised and banking accounts lowered.

**The Bishop of Sarawak.**—The Bishop of Sarawak and Labuan, the Right Rev. Dr. Monney, arrived at Singapore by the Rajah of Sarawak, on Sept. 7.

**The New Stamp.**—A reduction of the Votes for the Inland Revenue, moved as a protest against the new British postage stamps, was defeated in the House of Commons by 151 to 10.

**Heat Wave at Home.**—The wards of all the London hospitals for children were filled in the middle of August with cases of diarrhoea and enteritis, which were directly due to the heat wave.

**Pacific Mail Steamers.**—The P.M.S.S. Co. str. "Koreo," which was despatched from Hongkong on August 11, arrived at San Francisco on September 8.

The P.M.S.S. Co. str. "Persia" sailed from San Francisco on September 13 en route to Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on October 11.

According to "London Opinion" when not stimulating the ready chuckle at the Palace, Will Crooks, the American enterpriser, is out gaining ex-eriences of London. "I never could understand," he writes, "why the English people drink so much tea, but one has only to try the coffee and he knows. I split some on a dog and the hair came off."

**Rice Shortage in Singapore.**—The shortage of rice in Singapore, in connection with which we published a telegram yesterday, was evidently foreshadowed some days ago. The "Straits Times" of Sept. 8 says:—The price of rice locally, is said to have risen very high and in Johore, where a pail of Siam rice could once be had for \$5.50, it is quoted more than 30 per cent. higher.

**Whist Drive.**—A very successful Whist Drive was held last evening at the Naval Yard in connection with the Royal Dockyard Recreation Club. The event was well attended, there being over eighty players present. At the end of play some good scores were announced. The following were the prize winners:—Ladies, 1. Mrs. Day; 2. Mrs. Langdon; Gentlemen playing as lady, 1. Mr. Churcher 179; 2. Mr. Bateman. Gentlemen, 1. Mr. Foster; 2. Mr. Bitters; 3. Mr. Burle; Hidden Number, Mr. Gibson, 168; Ladies' Booby Prize, Mrs. Court, 133; and Gentlemen's Booby Prize, Mr. Andrews, 137.

**The Rubber Position.**—Speaking of the general rubber position Messrs Zorn and Leigh-Hunt's mid-weekly report dated London, August 10, has the following:—From news coming through from Brazil, it appears that the industry in Para and Amazonas is in a somewhat critical condition owing to the shrinkage in the revenue of the two States as a result of the comparatively low prices ruling for the material with the consequent difficulty of obtaining the necessary outside financial assistance for the usual up-river rubber-collecting operations. This sort of thing is all in favour of Plantation companies, and with the further establishment of business-like rubber cleaning houses as at Antwerp and Hamburg, manufacturers are likely to be converted to the use of Plantation brands in largely increasing numbers.

Madame Melba has arrived in Melbourne in good health.

The Lower House in South Australia has passed unanimously a motion congratulating Mr. Asquith upon the passing of the Parliament Bill.

**The Northern Manoeuvres.**—H.E. the Canton Viceroy has appointed Mr. Ng Chun, director of Army Headquarters at Canton, to represent him at the grand review to be held at Wing Ping-fu in Chihli in the coming autumn.

**A Small Delinquent.**—A small boy was charged before Mr. Hazeldene this morning at the Magistracy, with stealing eight pieces of clothing from 42 Des Vaux Road Central. He was sentenced to two days' detention in jail and eight hours' stocks.

**Side Shows.**—Passers-by in Des Vaux Road in the vicinity of this office are occasionally treated to gratuitous side show. Caged rats, presumably caught during the night, are released and waiting dogs, including a bull-dog, and their troubles and lives simultaneously.

**Echo of the Past.**—The minutes of proceedings of the House of Lords for August 9, contain the following curious entry:—Earl Russell.—The Lord Chancellor acquainted the House that the Clerk of the Parliaments had received from the Secretary of State for the Home Department, in original, the free pardon which has been granted to John Francis Stanley Earl Russell in respect of a conviction of felony recorded against him in 1901.

**Bound Over.**—An assault case came before Mr. J. R. Wood to-day when four men were charged with assaulting, with intent to do grievous bodily harm, an Australian Chinese at Sha-tin.

Mr. Lewis appeared for the complainant and Mr. Gardiner for the defendants.

It appears that the four defendants were jealous of the complainant, who had built a house on a piece of land which they said belonged to them.

That might the complainant one evening recently and gave him a good "hammering." He sustained five wounds on the head, his body was damaged considerably, while one tooth was knocked out and a result he had to be taken to the Government Civil Hospital.

His Worship bound the parties over after hearing the evidence.

**Consols.**—In an extremely interesting article upon the national credit, "The Statist" gives some information about Consols which readers may find of interest. In 1896, when Consols carried interest at 2.34 per cent, they were quoted (highest price) at 114 and consequently yielded the investor £2-8-3. French Threees that year reached 102-1-2, returning to the investor £2-18-6. German Threees in 1896 were at par and necessarily returned £3. On August 9 last Consols (now carrying 2-1-2 per cent) were quoted at 78-18; French Threees at 93 and German Threees at 83. The returns to the investor were respectively £3-4-5; £3-4-6 and £3-12-11. Thus it will be seen, as "The Statist" points out, that the fall in Consols is in conformity with a world-wide movement, and this should stir ungrounded apprehensions in regard to our credit.

**Don't Help the Bear.**—According to "Fairplay," Mr. Justice Bray, in dealing with a recent case, is reported to have said that strikers are allowed to prevent peaceably men from seeking work, but only peaceably, etc. But why should one man who had thrown up his work be allowed, peaceably or otherwise, to stand in the way of another man seeking the work which employers are anxious to give him? A non-unionist may, or may not, be as good a workman as a unionist, but that is a question for the employer who foots the bill, and if the State interferes in the matter at all it should rather be in favour of the man who will work than of the man who won't. There is an old American story of a settler who found him self face to face with a grizzly, and thought it was about time to pray. Accordingly he said, "O Lord, thy servant is in a tight place. Help me, O Lord; but if you won't help me, don't help the bear, and you'll see the dearest fight you ever set eyes on."

#### THE LAI CHI CHIN CASE.

##### Motions for Judgment.

Before the Puisne Judge, Mr. Justice Gompertz, at the Supreme Court this morning, motions were moved by Counsel for leave to enter judgment in the case in which Lai Chi Chin, a merchant residing at No. 3, Arbuthnot Road, and Tang Wong Shi, a married woman of 22, Salt Fish Street, to recover the sum of \$70,000 as damages for alleged wrongful arrest and false imprisonment. Hon. Mr. H. E. Pollock, K.C., instructed by Mr. W. B. Hind, of Messrs. Brutton and Hett, appeared for the plaintiffs and Mr. Eldon Potter, instructed by Mr. P. W. Goldring, of Messrs. Goldring Barlow and Morrell, was for the defendants.

Mr. Pollock submitted that the crucial point for the Court to consider was this:—Has the process under which the arrest and imprisonment took place been set aside? Secondly, on what ground has it been set aside?

The Puisne Judge.—The question is—what will be the effect of it?

Mr. Pollock said that the general principle was stated very clearly in certain of the books (authorities cited).

Mr. Potter contended that his friend's point was not only a novel one but he (Mr. Potter) thought that he was justified in saying that the point was not supported by any authority. His friend had not been able to quote any authority to show that where judicial authority intervened, as in that case, and where an order was made out and set aside, an action lay for trespass. Where an appeal was made to a judicial officer, although the appeal might be wrongfully made, the responsible party was liable, not on trespass, but on the case. The plaintiff was not deprived of his remedy, but the law said that as much as judicial authority had been appealed to, the onus was not on the defendant but on the plaintiff. If his friend's contention were right, every time a Judge's order was set aside on the point of irregularity, there would be an action for trespass. It was a peculiar fact that his friend had been unable in the whole series of English cases to bring to light such a case. The act under which the plaintiff's imprisonment was procured was a judicial, not a ministerial, act.

At this point, his Lordship intimated that he would deliver a written judgment.

Mr. Potter.—Would it be possible to give judgment to-day?

His Lordship.—It will take some time to write out the judgment. I will have to look up a lot of cases.

Mr. Potter.—I admit my motive is for my own convenience. If your Lordship can possibly deliver judgment to-day, so much the better.

His Lordship.—At all events, I can't give judgment before to-morrow.

Mr. Potter.—I realise the difficulty.

After further argument, judgment was reserved.

##### ADMIRAL LI CHUN.

##### Recovering Rapidly.

"The TELEGRAPH" Correspondent.

Canton, Sept. 12.

His Excellency Admiral Li Chun is making fast progress towards recovery, and is passing his time in writing characters on fans every day. Whenever the officials or gentry come to inquire after His Excellency's health, the Admiral presents each with a fan.

Admiral Li's younger brother is engaged to the grand daughter of H.E. Chow Fu, Ex-Viceroy of Canton, and the wedding will take place at Shanghai, some time in the 8th moon.

After the wedding His Excellency will pay a visit to the Capital where he will stay for a short time. He will return to Canton in time for the marriage of his Excellency's younger sister to the son of His Excellency Chau Mong Chang, Tao-tai for the Promotion of Industries in Canton, some time in the 10th moon.

#### SANITARY BOARD.

##### Yesterday's Meeting.

A meeting of the Sanitary Board was held at the Board Room yesterday afternoon. There were present:—Mr. E. D. O. Wolfe (Head of the Sanitary Department), Hon. Mr. A. W. Brewin (Registrar-General), Lt.-Col. Bedford (Principal Medical Officer of Health), Dr. Hartley, Dr. F. C. Clarke (Medical Officer of Health), Hon. Mr. W. Chatham (Vice-President), Hon. Mr. E. A. Hewett, Mr. Lau Chu Pak, Mr. Ng Hon Tsz, Dr. G. H. L. Fitzwilliams and Mr. W. Bowen-Rowlands (Secretary).

The minutes of the last meeting were read and confirmed.

**A Question of Tenders.**—Regarding the question of the burial of infectious corpses, the President remarked that some little confusion arose when the tenders were handed over by the P. W. D. to the Board. The tenders were split up, and that was the reason why no tenders were called for. It was suggested to him that the work could be accomplished at less cost, and he thought the sooner the matter was brought to the notice of the Board the better.

Mr. Lau Chu Pak seconded, and the suggestion was adopted unanimously.

**What is a Loiterer?**—The President proposed the following addition to the Market Bye-Laws:—"In view of the increase in the number of beggars, who pester Europeans as also Chinese, in the public markets, especially the Central Market, I recommend the addition of the following bye-law to the Market Bye-Laws."

Begging for alms and loitering in any market is prohibited; any person offending against this bye-law may be arrested without a warrant by an officer of the Sanitary Department, or any police officer.

The new bye-law is necessary, as Ordinance I of 1845, which deals with begging does not cover the markets.

The President explained that the proposal had been submitted to the Law Officers of the Crown and had been found to be legally in order. Beggars had recently been brought before the Magistrate, but the latter found they had no power to deal with the matter and the defendants were discharged. The proposal was in order and was not ultra vires. Women and children were the worst offenders. After five o'clock, they would go to the market-sheds and receive rice.

The Registrar-General.—The matter has never been reported to me. Mr. Lau Chu Pak.—If the bye-law is necessary, I suggest that the words "and loitering" be omitted. They would give rise to trouble hereafter in the case of farmers from the country and the mainland, who may go from stall to stall and may be arrested for loitering.

The President explained that they would not interfere with those who went to the markets on legitimate business. The bye-law was intended to apply only to loafers, who had nothing to do and merely made the markets their home. Those people should not be encouraged. They did not buy anything at the markets.

Mr. Lau Chu Pak.—When people go to the market, they are not bound to buy or sell. Sometimes they go to look at things.

On a division being taken, Mr. Lau Chu Pak's amendment was defeated by four votes to three, the dissentients being the Registrar-General and Messrs. Lau Chu Pak and Ng Hon Tsz.

The following minutes were submitted, with regard to the above question:—

Mr. Hewett.—If people are so arrested, can the Police Magistrate punish?

The M. O. H.—Is the proposed bye-law ultra vires as to arrest?

Mr. Lau Chu Pak.—How long has this begging been going on?

The Registrar-General.—This is the first I have heard of these beggars.

The M. O. H.—I did not know when it began, but it has been going on since ever I knew anything about the markets.

**Cattle Disease.**—Correspondence was read relative to an outbreak of foot and mouth disease at the Kennedy Town Cattle Depot, in the form of a minute by the Colonial Veterinary Surgeon.

This was all the business.

#### SPECIAL.

##### TELEGRAMS.

##### THE SZE-CHUAN

##### TROUBLE.

JAPAN TAKES ACTION.

("INDEPENDENT NEWS" AGENCY.)

Tokyo, Sept. 13.

The Japanese Government has decided to despatch a man-of-war to Szechuan for the protection of the Japanese residents there.

##### THE LEASED TERRITORY

##### SUPPRESSION OF REBELS.

Tokyo, Sept. 13.

The Chinese Government has asked the permission of the Japanese Government to despatch a band of soldiers to suppress the revolts against the newly imposed taxes in the neutral zone of the Liaotung Peninsula.

The Japanese Government has willingly given its consent.

##### THE DISAPPEARING

##### SERVANT.

##### Hongkong Employment Agency.

At last a private concern has been started which will, it is hoped, to some extent systematize the supply of labour in Hongkong and surrounding ports. Messrs. J. K. Fume and Co., of the Hongkong Registration and Labour Agency, are instituting a system whereby it is calculated that the public will be able to secure trustworthy servants in place of those who are in the habit of disappearing at most inopportune moments.

The method adopted in an excellent one. A Chinese in search of work can now go to the Agency, where, if his past record is good, he will be helped to a position. He has, however, to supply full details to the Agency of his past services and the record thus compiled is embodied in a certificate, which the next employer holds while he remains that man's services. When he leaves the certificate is returned to the agency with any remarks that the employer chooses to make so that in time the certificate becomes a record of the past and a useful means of judging an applicant's character.

In addition to this the man is photographed so that in the event of peccation and absconding full particulars can be at once communicated to the police.

Branch offices are being instituted at Singapore and Canton, and the agency carries on a big business in supplying all kinds of labour, from house boys to ships' stokers, all of whom are known as well as their records. Even coolie labourers for the plantations in the Malay States can be found if wanted. Singularly enough, opposition is anticipated from the various guilds, but the management do not fear this. They hope, by securing a steady supply of labour, to obviate many of the difficulties that employers have to meet by the actions of these so-called trades' unions.

**Toyo Kisen Kaisha.**—The Toyo Kisen Kaisha's American Line Steamer Bujo Maru arrived at Yokohama on Sunday the 10th inst., from South American Ports and sails thence on Friday the 16th. She is due to arrive at this port on or about September 20th.



## OUR LETTER BOX.

[The opinions expressed by our correspondents are not necessarily those of "The Hongkong Telegraph"]

## SHAREBROKERS' LIABILITIES.

[To the Editor of "The Hongkong Telegraph"]

Sir,—The answer to Mr. G. V. T. Marshall's letter in your issue of Saturday is:—Schmidt's Bone and Oil Mills, which are still—so recently as 4th September at all events—quoted in the "North China Daily News" at £1s. 40s. sellers. Information of this kind is misleading.—Yours, etc.,

Bitten.

Hongkong, 12th Sept.

## SPORT.

## Y.M.C.A. Tennis Club.

The annual general meeting of the Y.M.C.A. Tennis Club was held yesterday evening on the courts at Kowloon, when Mr. Lewis, the president, occupied the chair. There was not a very large attendance.

The secretary, Mr. W. H. Vivas, presented the balance sheet, which showed a credit balance of \$47, and on the proposal of Mr. Lewis the same was adopted.

The following officers were elected for the ensuing year:—Mr. Lewis, president; Mr. Huddle, secretary; committee, Messrs. Edwards, Telford, Messrs. W. H. Vivas, Hickling, Jocelyn A. Vivas, and Munday.

On the proposition of the president, seconded by Mr. G. Wilson, a hearty vote of thanks was accorded Mr. W. H. Vivas, the retiring secretary, for his services during the past year.

## Changing the Name.

Mr. G. Wilson said he had a proposal to make that an extraordinary general meeting should be called to consider the advisability of changing the name of the club.

The President—I may say straight away, as far as I am concerned, I will not agree to the name being changed. I shall resign if it is done.

Mr. Fuller pointed out that the extraordinary general meeting could be called at any time by members making a request to the secretary.

The matter was then allowed to drop, and the meeting came to a close.

## To-Night's Aquatic Fete.

Visitors to the Victoria Recreation Club this evening are promised some good sport in connection with the aquatic fete which begins at 8 o'clock sharp. An excellent programme has been arranged, and there is a pleasant diversity in the events. There are eight events in all.

The following are the officials:—Mr. H. E. Scriven, official starter; Messrs. H. A. Lammert, R. T. Rowan and R. J. Bridger, official timekeepers; Mr. H. A. Lammert, water polo referee; Messrs. P. Lammert, Dr. Forsyth, L. E. Lammert and H. E. Scriven, judges.

## SHEK-LUNG RIOTS.

## Recrudescence Feared.

[THE "TELEGRAPH" CORRESPONDENT.]

Canton, Sept. 12.

As the riot at Shek-lung in opposition to the tax levied on temple keepers was caused by the people of the city, the authorities are pressing them for the payment of compensation. Many meetings have been held by the people in opposition to the action of the authorities, and local evildoers are seizing the opportunity to stir up ill-feeling against the authorities.

The Canton Prefect, who is at present in Shek-lung, telegraphed to the Canton Viceroy for the despatch of more soldiers in anticipation of renewed trouble. The Viceroy has sent one more regiment of soldiers to Shek-lung, and has requested Admiral Li Chin to order the gunboat On Chai to proceed to the waters of Tung Koon on cruising service.

## INTERPORT SHOOTING.

## Selecting the Team.

The following has been communicated by Mr. R. Stewart, Hon. Secretary of the Interport Shooting Committee: With the object of widening the field of selection an Interport Shooting Committee has been formed to carry out the arrangements for this year's Interport Rifle Match with Shanghai, Singapore, and Penang. The Committee is composed of one representative from each of the following Corps and Clubs, with Lt. Colonel Chapman, Commandant of the Volunteer Corps, as Chairman.

1st Battn. K.O.Y.L.I.  
H. K. Volunteer Corps.  
Volunteer Reserves.  
Army Ordnance Rifle Club.  
Taikoo Rifle Club.  
Dockyard Rifle Club.  
The respective representatives are:—  
Lieut. G. H. Staveley.  
Capt. G. Lammert.  
Mr. E. Heard.  
Mr. G. E. Tucker.  
Mr. G. H. M. Bannerman.  
Mr. R. Stewart.

In the absence of Captain M. S. Northcote, H.K.V.C., who has carried out the local arrangements during the past 15 years, the secretarial work has been handed over to the Secretary of the Dockyard Rifle Club.

A meeting of the Committee was held on the 11th inst. at the Volunteer Headquarters when it was decided that the selection practices and the Match should take place at King's Park Range, Kowloon, as usual, but, until the alterations to this range are complete (about the end of September) the preliminary practices could be fired at the Taikoo and Tai Hang Ranges, commencing on Saturday, 16th inst.

All residents, whether Service or Militant, who possess a fair amount of skill with a 303 rifle are invited to attend the practices and compete for a place in the required team of ten.

Prospective competitors who are not members of the Taikoo or Dockyard Rifle Clubs, and who desire to attend the preliminary practices, are requested to notify the Secretary of either of these Clubs at least 24 hours in advance in order that sufficient targets and markers may be provided.

Mid-week practices can also be arranged at a day's notice. Competitors using these private ranges will be required to share the small expense of markers employed each day.

The scores made during the preliminary practices will not count for selection purposes but the facilities above mentioned will enable competitors to become familiar with the new targets before the shoots at King's Park commence. Further notices will be given when the King's Park Range is ready.

The selection of the team is in the hands of a small Committee composed of Capt. G. Lammert, Messrs. C. E. Tucker and R. Stewart.

Competitors must provide their own ammunition which should be of the present Service pattern, the new pointed bullet being excluded this year.

The general conditions under which the match is fired are as follows:—

1. The Match shall be fired on any date between the 15th day of October and the 15th of November (both dates inclusive).
2. Each team shall shoot on its own range.
3. Teams to consist of ten men a side.
4. Rifles.—British Service Pattern of .303 calibre to include the new Short Rifle. (Any pattern back-sight as allowed by N. R.A. Regulations, 1911, may be used. This includes Aperture Sights).
5. Ranges.—200, 500 and 600 yards.
6. Number of shots.—Seven at each distance.
7. Sighting Shots.—One at each distance compulsory (not count).
8. Position.—Prone at all distances.

9. Trigger.—Minimum pull-off 5 lb.  
10. Sights.—Black and or White point only shall be used. Sights may not be shaded in any way nor may the back sight be supported by any means extraneous to the rifle.

11. Dimensions of Targets.—200 Yards Bulls-eye 5 in. dia., Inner 12 in. dia., Magpie 21 in. dia., Outer remainder of target 4 ft. x 4 ft. 500 Yards Bulls-eye 18 in. dia., Inner 30 in. dia., Magpie 46 in. dia., Outer remainder of target 6 ft. x 6 ft. 600 Yards Bulls-eye 18 in. dia., Inner 30 in. dia., Magpie 46 in. dia., Outer remainder of target 6 ft. diameter.

Figure targets, lower half Green, upper half Grey, with Brown Figure placed centrally, to be used at 200 and 500 yards.

12. Any other point shall be decided by N. R.A. Regulations 1911.

13. Umpires.—Three Umpires shall be present during the firing: One for Shanghai, one for Hongkong, and one for the Straits. One of the Umpires shall be present in the butts during the firing. The Umpires shall certify on the Score Sheets as to the correctness of the score and as to the dimensions of targets used. All rifles must also be tested for pull-off before firing commences.

The Secretary of each Association shall on the 16th November telegraph the score of his team to the Secretary of each opposing team direct, and as soon as possible forward direct the official Score Sheets.

15. Minutiae Shields shall be presented to each member of the winning team.

It will be noticed that in addition to the introduction of a Figure Target this year at 200 yards, the bulls-eye at this distance is 1" less, and at 500 and 600 yards 2" less, with a corresponding reduction of the "Inners" and "Magpies."

During the past three years, our neighbours at Shanghai and Singapore have shown us a clean pair of heels in the Shooting Contests but it is hoped that the strong local "sporting" tendencies will, by way of a change, be more in evidence on the rifle ranges during the next eight weeks and enable the Committee to select a strong team this year.

Notifications as to practices at the Taikoo Range should be addressed to Mr. Bassford, Hon. Secretary, Taikoo Rifle Club, Quarry Bay, and for practices at Tai Hang Range to Mr. Stewart, Hon. Secretary, Dockyard Rifle Club, H.M. Naval Yard.

## THE KOWLOON-CANTON RAILWAY.

## Arrangements for Opening.

[THE "TELEGRAPH" CORRESPONDENT.]

Canton, September 12.

As already reported in your columns, the whole line of the Kowloon-Canton Railway will be opened to through traffic on the 1st proximo. It is reported that His Excellency the Canton Viceroy has given instructions that 15,000 soldiers are to be stationed along the route from Canton to Samchun for the protection of the line. They will either take up their quarters in villages or in makeshifts specially built for the purpose. The Engineer-in-Chief of the British Section has been here to confer with the Chinese authorities, on the subject of drawing up the time table.

## Mission Postponed.

We are given to understand that in all probability the Chinese gentleman, who was to proceed to Peking to lay before the Government the views of the Society for the Protection of Railways, will probably not do so. It is said that the revolt in Szechuan has something to do with the decision.

Plans have been drawn up to issue from Manchester a half-penny daily newspaper devoted to the Labour and Socialist movement and called the "Sun."

Trade unions and other organizations are being invited to subscribe the necessary capital, £150,000. It is stated that the newspaper will start early next year.

## MUNICIPAL SINGAPORE.

## A Meeting of Protest.

On Wednesday last we published a telegram relating to the meeting of residents of Singapore to protest against the proposal that the control of municipal affairs should be taken out of the hands of the ratepayers. From the "Singapore Free Press" we learn that the meeting, which was held in the Victoria Theatre, was attended by a record gathering of all classes of the community. Mr. F. M. Elliot occupied the chair.

The speakers included the Hon. Mr. E. C. Ellis who moved the motion of protest; Mr. A. W. Still, who seconded, Mr. Ong Teck Lam and the Hon. Mr. W. W. Cook. The latter speaker in the course of his remarks said:—It has already been made abundantly clear by previous speakers, and by careful and able criticism and analysis, in the press and elsewhere, that the New Municipal Bill does not propose to continue a Government Department pure and simple in place of the Commission, but in effect proposes to substitute for that body an autocrat, who may according to his individuality be puerile or petty in his views, or who may be a veritable Tsar in his administration of affairs municipal. The choice between such an officer, and the body of a Municipal Commission, which, however weak in its constitution, yet to some extent represents the ratepayers of the city in their opinions and views, cannot for a moment be in doubt. I have heard it, however, contended that the arrangement as outlined by the bill, is, in effect, the constitution of a Government Department to manage Municipal affairs. That may be so in the matters of daily routine and when no principal is involved, but in the large matters of policy and financial control when it comes to the working of the machinery for regulating the collection of rates and the expenditure of those moneys it will be found that that machinery is far too powerful to vest in an individual. It centres in the same one man without any of the safeguards that are applicable to a Government Department in the control of finance and policy. Had the Government produced a Bill which frankly faced the constitution of Sanitary Boards as they obtain in Hongkong, the F. M. S. and in many instances throughout India, (though in India many such Boards masquerade under the guise of Municipalities), it is my opinion that a strong minority of European public opinion here would have been found in favour of such.

The resolution of protest was carried unanimously.

There is no truth in the report that the visit of the King and Queen to India has been either abandoned or postponed. Preparations for the Durbar at Delhi continue in England as well as in India and are not likely to be interrupted except by some unforeseen event.

A Macao Murder.

It is reported that some of the jewellery, supposed to have been taken from a Chinese woman, who is reported to have been murdered in Macao, has been traced to Hongkong.

## To-day's Advertisement

## NOTICE OF REMOVAL.

THE OFFICE of the undersigned has this day been REMOVED to No. 4 DES VOEUX ROAD, next to the Hongkong and Shanghai Bank.

A. R. MARTY.  
Hongkong, 13th Sept., 1911. [1369]

## NOTICE.

MR. HENRI HARBEY, having ceased to sign for me per proclamation as from 1st September, 1911, Mr. GUMELINDO JENUS SEQUEIRA will continue to sign for my firm per proclamation.

A. R. MARTY.  
Hongkong, 13th Sept., 1911. [1370]

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "DENALDER,"

FROM LONDON, STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being loaded at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst., will be subject to rent. All claims against the steamer must be presented to the Underwriter on or before the 27th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

JEBB, LIVINGSTON & CO., Agents.

Hong Kong, 13th Sept., 1911. [1376]

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"MISHIMA MARU," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark-by-mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY. Goods not cleared by the 19th September, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.  
Hongkong, 12th Sept., 1911. [6]

## HONGKONG CRICKET LEAGUE.

## THE ANNUAL GENERAL MEETING.

will be held in the Hongkong Cricket Club Pavilion, on Monday, the 19th September, at 5.30 p.m.

A. E. ASGER, Hon. Sec. & Treasurer.  
Hongkong, 13th Sept., 1911. [1371]

## DON'T FORGET.

Wednesday, September 13.  
V. R. C. Fete.  
Union Church Seatholders' meeting.

Saturday, September 16.  
Entertainment, Mount Austin.

Sunday, September 17.  
Harvest Thanksgiving Service,  
St. John's Cathedral.

Monday, September 18.  
Auction of Crown Land.

Thursday, September 21.  
V. R. C. Sports.

Friday, September 22.  
V. R. C. Sports.

Saturday, September 23.  
Douglas Steamship Co. meeting,

noon.

V. R. C. Sports.

Civil Service vs. Taikoo.

Boxing, Skating Rink.

Saturday, September 30.

Hongkong Gymkhana Club.

Race Meeting, Happy Valley.

MILK  
FIVE CENTS A PINT.

PURE, FRESH, SEPARATED, NATURAL.

REMOVED: THE CREAM ONLY.

ADDED: NOTHING.

If you must use Separated Milk why not have it

FRESH?

For sale by

THE DAIRY FARM Co., Ltd.

One penny a pint!

## SERVANTS!

## SERVANTS!!

## SERVANTS!!!

## DOMESTIC SERVANTS.

For all descriptions suitable for all kinds of work, coolies for Rubber, Cattle, and Plantations, and for contractors. For further particulars please apply to

The H.K. Servants' Registry and Labour Agency.

87 Cross Street Road Central.

A. I. Cole, L. K. FAME & Co., Tel. Ad. "Fame" Managers.

Hongkong, 13th Sept., 1911. [1370]

## BIJOU SCENIC THEATRE,

"FLOWER STREET."

## Cinematograph

Vaudeville.

EVERY EVENING

6.15 P.M. { 9.15 P.M.

Miss Vera Ferrace.

MISS VERA FERRACE

our popular Artists

and the Latest Brilliant Moving Pictures.

7.15 P.M. { 9.15 P.M.

PICTURES ONLY

Electric Fan Throughout

THEATRE.

Lessee & Manager:

R. H. STEPHENSON.

Hongkong, 7th Sept., 1911. [1404]

## TSANG KWON COMPANY.

## ELECTRICAL AND GAS CONTRACTORS.

230, Des Voeux Road Central.

Telephone No. 600.

Hongkong, 2nd Jan., 1911. [1378]

## A LING &amp; CO.

## FURNITURE AND PHOTO SUPPLIES.

DEVELOPING, PRINTING AND ENLARGING.

9, Queen's Road. [863]

P. PUI AR  
"ASAHI" BEER

Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints. [43]

## FOR SHANGHAI.

## THE P. &amp; O. S. N. Co.'s Steamer

"ASSAYE."

will leave for the above place, at DAYLIGHT, on the 14th Sept., 1911.

For Freight or Passage apply to

E. A. HEWITT, Superintendent.

Hongkong, 13th Sept., 1911. [4]

## FOR SHANGHAI, KOBE AND

## MOJI.

## THE Steamship

## "GREGORY APUAR,"

Captain S. H. Bulson, will be despatched for the above ports on THURSDAY, the 14th inst., at Noon.

The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip \$120.

For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 13th Sept., 1911. [1366]

ESTABLISHED 1860

## DISS BROS.

WYNDHAM STREET

(FLOWER STREET)

CLIFFORD WILKINSON'S  
TANSAN GINGER ALE.

Tansan Ginger Ale is not only a great 'First Killer, but is a good Tonic, and is useful in cases of Debility, Nervousness, Sleeplessness and Indigestion.

TRY IT

THE LIFFES ARE MARVELLOUS

Solo Agents,

H. PRICE & CO., LTD.

Wine Merchants,

12, Queen's Road.



## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER, SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, &c. (Subject to alteration.) Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From Quebec
"EMPEROR OF JAPAN", Sat., Sept. 23.	"EMPEROR OF IRELAND", Fri., Oct. 20.
"EMPEROR OF INDIA", Sat., Oct. 14.	"EMPEROR OF BRITAIN", Fri., Dec. 1.
"EMPEROR OF JAPAN", Sat., Dec. 2.	"EMPEROR OF BRITAIN", Fri., Dec. 29.

Steamers will depart from Hongkong at 6 p.m. Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus. Passengers booked to all the principal points in Canada, the United States, and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).....£71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Port or from New York or Boston. SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars on application to Agents.

Through Passengers are allowed stop over privileges at the various points of interest on route.

R.M.S. "EMPEROR OF JAPAN" carries only "One Class" of Saloon Passengers (formed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port...£48 Via New York...£45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (Opposite Blake Pier).

INDO-CHINA STEAM  
NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	CHOYSANG	Saturday, 16th Sept., Noon.
MANILA	YUENSANG	Saturday, 16th Sept., 2 p.m.
SANDAKAN	MAUSANG	Tuesday, 18th Sept., Noon.
MANILA	LOONGSANG	Saturday, 23rd Sept., 2 p.m.
SHANGHAI, KOBE & MOJI	KUTSANG	Tuesday, 26th Sept., Noon.
SINGAPORE, PENANG & CALCUTTA	NANSANG	Tuesday, 27th Sept., Noon.

RETURN TOURS TO JAPAN, (Occupying 24 days).

The steamers "Kutsang," "Namsang," and "Fooksang," leave about every 8 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Choochow, Tientsin and Newchwang.

Taking Cargo on Through Bills of Lading to Kuantan, Lahad Dato, Simporna, Tawau, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.

Telephone No. 215. Hongkong, 13th September, 1911.

## THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR VANCOUVER, SEATTLE and PORTLAND (Or.) via SHANGHAI and JAPANESE PORTS.

Steamer	Captain	Tons	On or about
"KUMERIC"	G. McGill	11,000	October 3rd.
"LUCERIC"			October 25th.
"HERCULES"			November 10th.

To be followed by other steamers of the Company at regular intervals. The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland-Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED, KING'S BUILDING, Praya Central.

Telephone No. 780. Hongkong, 28th August, 1911.

## NEW LINE OF STEAMERS

TO SOUTH AFRICAN PORTS.

## ORIENTAL AND AFRICAN LINE.

REGULAR Direct Service from Japan, China, and Straits to Bona, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

## PROPOSED SAILINGS.

S.S. "DUNERIO".....8,000 tons.....To be dispatched end Dec.  
S.S. "KATANGA".....5,400.....To follow and regularly thereafter.

For rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED, Managing Agents.

Hongkong, 28th August, 1911.

## Shipping—Steamers

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATION	STEAMERS	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	KAMO MARU, Capt. F. L. Sommer, Tons 9,000 AKI MARU, Capt. K. Homma, Tons 7,000	WEDNESDAY, 27th Sept., at Daylight. WEDNESDAY, 11th Oct., at Daylight.

VICTORIA, B.C., & SEATTLE	SADO MARU, Capt. J. Richards, Tons 7,000	SATURDAY, 7th Oct., from KOBE
---------------------------	--	-------------------------------

VICTORIA, B.C., & SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	TAMBA MARU, Capt. K. Noda, Tons 7,000	TUESDAY, 14th Oct., at No. 1
---	---------------------------------------	------------------------------

SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU, Capt. M. Yagi, Tons 6,000 KUMANO MARU, Capt. M. Winckler, T. 6,000	FRIDAY, 29th Sept., at Noon. FRIDAY, 27th Oct., at Noon.
---	---	---

N'SAKI, KOBE & YOKOHAMA	KUMANO MARU, Capt. M. Winckler, T. 6,000	FRIDAY, 29th Sept., at Noon
-------------------------	--	-----------------------------

BOMBAY via SINGAPORE & COLOMBO	CEYLON MARU, Capt. Tazawa, Tons 7,000	TUESDAY, 19th September.
--------------------------------	---------------------------------------	--------------------------

Equipped with new system of wireless telegraphy.

Omitting Keelung & Shanghai. Carries deck passengers. — Cargo only.

N.W. LINE OF STEAMERS BETWEEN  
KOBE and CALCUTTA.

Regular service (once in every 18 days) from Kobe to Calcutta calling at Singapore, Penang and Hongkong.

The first steamer to sail from Hongkong: "JINSEN MARU".....Tons 3,782.....On September 26th.

CHEAPEST SUMMER RATES  
between  
HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA	Kobe	MOJI	NAGASAKI
1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With option of rail between steamers calling ports in Japan.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

CHINA NAVIGATION  
CO. LTD.

## SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS	To Sail
AMOI, TIENTSIN, CHEFOO & NEWCHUANG	"NANCHANG"	14th Sept., Daylight.
SHANGHAI	"CHINHUA"	14th " 4 p.m.
SHANGHAI	"ANHUI"	16th " M'night.
WUHAIR, CHEFOO & TIENTSIN	"HUICHOW"	19th " 4 p.m.
MANILA, CEBU & ILOILO	"TAMING"	19th " 4 p.m.
SHANGHAI	"CHENAN"	21st " 4 p.m.
SHANGHAI	"LINAN"	23rd " M'night.
MANILA, ZAMBOANGA & AUSTRALIAN PORTS	"CHANSHA"	27th " 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—Twin Screw Steamers "Teon" and "Taming," saloon accommodation midships; electric fans fitted; extra staterooms on deck, aft. Saloon accommodation of S.S. "Kaifong" is situated on deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chihua), with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Wusung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 86. Hongkong, 13th September, 1911.

## Shipping—Steamers

## HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via SHANGHAI and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

## Next Sailings from Hongkong:

## OUTWARD.

For Shanghai, Kobe & Yokohama:

Senegambia.....20th Sept.

Bayern.....6th Oct.

Arctida.....18th Oct.

Slavonia.....3rd Nov.

Scandin.....16th Nov.

Spezia.....2nd Dec.

For Further Particulars, apply to—

## HOMEWARD.

For Havre & Hamburg:

S.S. "Alcina".....10th Sept.

For Havre, Rotterdam & Hamburg:

S.S. "Prensen".....19th Sept.

For Havre, Bremen & Hamburg:

S.S. "Rhein".....29th Sept.

For Rotterdam & Hamburg:

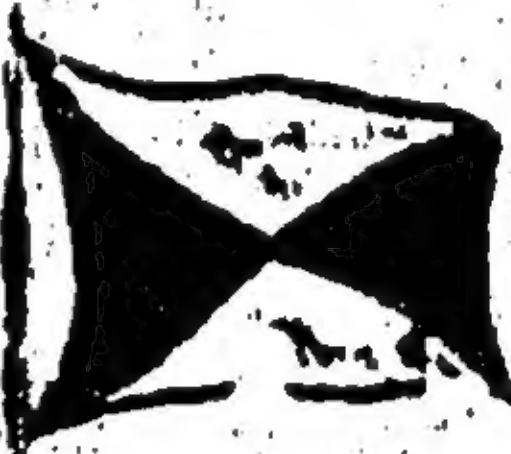
S.S. "Furst Bismarck".....7th Oct.

For Havre & Hamburg:

S.S. "Suevia".....19th Oct.

For Further Particulars, apply to—

Hamburg-Amerika Linie, Hongkong Office

HONGKONG—  
PHILIPPINES.PHILIPPINES  
STEAMSHIP CO.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	1010	M. O. Smith	MANILA, CEBU & ILOILO	WEDNESDAY, 20th Sept., 4 p.m.
REBI	4000	S. Crosby	MANILA, CEBU & ILOILO	SATURDAY, 30th Sept., 4 p.m.

For Freight or Passage apply to

SHEWAN, TOMES & CO.

GENERAL MANAGERS.

Hongkong, 1st September, 1911.

## A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOL.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For Freight and Passage, apply to

A. R. MARTY,

24, Des Voeux Road.

Telephone 118. Hongkong, 12th June, 1911.

THE EASTERN & AUSTRALIAN  
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE  
(SUBJECT TO MODIFICATION.)

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
EASTERN	25th Aug.	Saturday, Sept. 16.
ALDENHAM	28th Sept.	Sat. 30.
EMPIRE	2nd Oct.	Oct. 11.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, &c., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co., Agents.

## TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

## SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG.

Steamer	Tons	Captain	Date of sailing
S.S. "Chiyo Maru"	21,000	W. W. Greene	Sept. 15th, Noon.
S.S. "Nippon Maru"	11,000	A. O. Stevens	Oct. 6th, Noon.
S.S. "Tenyo Maru"	21,000	R. Bent	Oct. 18th, Noon.
S.S. "Shinyo Maru"	21,000	H. S. Smith	Nov. 3rd, Noon.

These steamers are equipped with Turbine Engines and Triple Screw. All steamers carry Japanese Government wireless telegraph and post office. The Triple Screw Steamers Chiyo Maru, will be dispatched for San Francisco via KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU on FRIDAY, the 15th Sept., at Noon.

## SOUTH AMERICAN LINE.

(In connection with the National Railway of Mexico at Manzanillo.) Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Date of Sailing
Boyo Maru	10,500	Saturday, Oct. 14, Noon.

The Steamer "BOYO MARU" will be dispatched to MEXICAN PERUVIAN CHILEAN PORTS via JAPAN PORTS and HONOLULU, on SATURDAY, 14th October, at Noon.

For Further Particulars as to Passage and Freight, apply to—

K. MATSUDA, Agent, KING'S BUILDING (Opposite Blake Pier)

## COMMERCIAL.

## Philippine Hemp.

Exportations of raw hemp from the Philippines during 1911 fell off 5,139 tons behind those of 1900, though they were greater than in any year since the American occupation, except 1910. The average price of the produce has ruled about the same as during 1910, though prices quoted for the higher grades have increased, according to the latest report of the collector of Customs. A corresponding reduction in the price of the lower grades, of which the greater quantity exported consisted, has served to equalize the value of the total exportation. The higher prices ruling for the better grades have served to reduce the amount going to the United States to two-thirds the quantity sent in 1910.

This reduction is accounted for by the fact that the lower grades of hemp are not used in that country, and that other vegetable fibres are substituted for the better grades when the price of the latter is increased to a point where the difference in value over that of vegetable fibre capable of substitution for the better grades of hemp becomes at all material.

The hemp exportations in the fiscal year 1910 to all countries were 50,840,308 kilos valued at \$6,185,203, or 45.1 per cent. of all exports. For the same year 23,066,248 kilos valued at \$2,430,109 were exported to the United States, including Hawaii.

Hemp exportation for the past fiscal year, 1909-1910, valued at \$10,141,340, to all countries and to the United States, including Hawaii, 66,545,210 kilos valued at \$7,410,373 or 40.5 per cent. of the total exports, has been the largest amount exported in any year since the American occupation, with the exception of fiscal year 1910, during which 170,788,020 kilos valued at \$17,404,022 were shipped to all countries and to the United States, including Hawaii, 99,305,102 kilos valued at \$10,399,307.

## MACAO'S EXPORTS.

## Alleged Confidence Man.

Pending an attempt to induce the Portuguese Consul to take charge of the trial of M. J. Da Costa, the Portuguese who is charged with obtaining goods by false pretences from a number of local shops, the case has been remanded in the Mixed Court, says the "China Press" of Sept. 7.

It came up for trial on Wednesday, and evidence was introduced from the Broadway Drapery Store, Hope Bros., Seneet Freres and Lane, Crawford & Co. All of the witnesses tended to prove that Da Costa had used various fraudulent means to secure goods from these firms. In addition to six charges of obtaining goods by fraudulent means, Da Costa now faces two charges of using the names of other persons with intent to defraud. These charges were filed by the Portuguese Consul and by a prominent Portuguese solicitor. That it is a bid, is a very serious offence under the Portuguese law.

Da Costa pleaded with the court for leniency, promising if he was given a light sentence he would find work to do, and repay the firms he had defrauded. He asked the court to take into consideration the circumstances, if she once, saying he had been in Shanghai for months without work and had defrauded the stores only to get food and clothing for his children.

When asked why the Portuguese Consul had refused to try him, he said he knew of no reason, except that he was a poor man. He said he is a European Portuguese and had served on the police force in Macao. At the conclusion of the hearing, Mr. Gurslin said the case would be remanded until another attempt could be made to induce the Portuguese Consul to take charge of it.



## LOG BOOK.

## Coast Officers' Gazette.

Mr. W. J. Gwy, from Java, has gone chief officer, Tatum.

Mr. H. P. Cranston, super-numerary third engineer, Kinling, is awaiting orders.

Mr. F. Crangle, acting chief engineer, Hupel, has gone acting chief engineer, Ningpo.

Mr. A. Buchanan, awaiting orders, has gone chief engineer, Hupel.

Mr. L. K. George, supernumerary, Pekin, has gone second officer, Kinling.

Mr. J. Campbell, acting chief engineer, Shantung, has gone supernumerary, Dredger.

Mr. A. Hamilton, supernumerary, Dredger, has gone third engineer, Shantung.

Mr. W. J. French, supernumerary, Pekin, has gone master, Luchow.

Captain W. Biddeford, of the Pekin, is on leave.

Mr. P. M. Maitland, acting second engineer, Newchwang, has gone supernumerary, Dredger.

Mr. K. Logan, acting chief engineer, Ichang, has gone second engineer, Newchwang.

Mr. D. M. Neilson, second engineer, Newchwang, has gone acting chief engineer, Ichang.

Mr. G. D. Grant, second engineer, Wosung, has gone second engineer, Tuckwo.

Mr. D. Ellis, second engineer, Tuckwo, has gone on leave.

Mr. O. Bander, fourth engineer, Tuckwo, has gone acting third engineer, same ship.

Mr. J. Stalker, third engineer, Tuckwo, is on leave.

Mr. O. Ellinson, second officer, Hsin Yu, has gone second officer, Kungping.

Mr. Everdon, second officer, Kungping, has gone second officer, Hsin Yu.

Mr. S. H. Hollamby has joined the staff of Nanyang College.

## Intimations

## AERTEX

## CELLULAR.

COOLEST & MOST COMFORT-  
ABLE UNDERWEARTHE SUMMER  
HIGH GRADE.

J. T. SHAW,

TAILOR AND OUTFITTER,

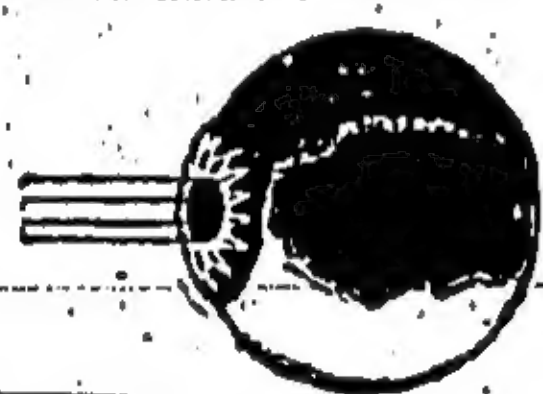
Hongkong Hotel Buildings,  
Que's Rd. Central. [1254]PEARL TRAMWAYS CO.  
LIMITED.

## TIME TABLE.

WEEK DAYS.  
7.00 a.m. to 8.00 a.m. Every 15 min.  
8.00 a.m. to 10.00 a.m. " 10 min.  
10.00 a.m. to 11.00 a.m. " 15 min.  
11.30 a.m. to 12.45 p.m. " 15 min.  
12.45 p.m. to 1.15 p.m. " 10 min.  
1.15 p.m. to 1.45 p.m. " 15 min.  
1.45 p.m. to 2.15 p.m. " 10 min.  
2.15 p.m. to 5.00 p.m. " 15 min.  
5.00 p.m. to 8.10 p.m. " 10 min.

NIGHT CARS.  
8.45 p.m. and 9 p.m. 9.45 p.m. to  
11.30 p.m. every 15 minutes.SUNDAYS.  
4.00 a.m. to 10.30 a.m. every 15 min.  
10.30 a.m. to 11.00 a.m. " 10 min.  
11.45 a.m. to 12.00 noon " 15 min.  
12.00 noon to 1.00 p.m. " 10 min.  
1.00 p.m. to 5.00 p.m. " 15 min.  
5.00 p.m. to 6.00 p.m. " 10 min.  
6.00 p.m. to 7.00 p.m. " 15 min.  
7.00 p.m. to 8.10 p.m. " 10 min.

NIGHT CARS as on Week Days.

SATURDAYS.  
Extra Cars at 11.45 p.m.SPECIAL CARS.  
By Arrangement at the Company's  
Office, Alexandra Buildings,  
Des Voeux Road.JOHN D. HUMPHREYS & SON  
General Managers.  
Hongkong, 16th June, 1911.

## SUN GLASSES.

Any tint made to any prescription.  
No charge for testing sight.  
Repairs of all description made by  
competent workmen.

N. LAZARUS,  
Ophthalmic Optician,  
14, D'Aguiar Street,  
Hongkong.  
Hongkong, 24th July, 1911. [929]

THE CHINA PROVIDENT  
LOAN AND MORTGAGE  
CO., LD.

(CAPITAL PAID UP, \$1,250,000.)

Loans on Mortgage of House Property  
&c.

Goods received on Storage.  
Advances made on Merchandise.  
Loans made on the Provident System.  
(Rates and Particulars on application).

THE OFFICE OF

TRUSTEE, EXECUTOR OF

WILLS, ATTORNEY, &amp;c.,

SHEWAN, TOMES & CO.  
General Managers.  
Hongkong, 10th March, 1911. [181]

GRAVING DOCK

78 ft. by 88 ft. by 8 ft. 6 in.

Pumps empty Dock in  
2 1/2 hours.

THREE PATENT SLIPWAYS

taking vessels up to 3,000 tons

displacement, providing conditions for  
painting ships with most efficient results

100-TON ELECTRIC CRANE ON QUAY—

ELECTRIC OVERHEAD CRANES THROUGHOUT

the Sheds Raising up to 100 Tons.

Estimates given for Docking, Repairs to Hull and Machinery,  
structural Work.

MANAGERS AND AGENTS.

BUTTERFIELD &amp; SWIRE

HONGKONG, CHINA &amp; JAPAN

## Mails.

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.WILL dispatch VESSELS to the Undermentioned PORTS on or about  
the DATES named—

FOR LONDON, VIA DELTA, 15th Sept. See Special  
USUAL PORTS OF CALL Capt. E. P. Martin, R.N.R. Advertisement

FOR LONDON & ANTWERP, VIA SARDINIA, 20th Sept. Freight and  
WERR V.S. PORT, Capt. C. C. Talbot, R.N.R. Passage.

SHANGHAI, ARRIVE, 7 A.M. Freight and  
Capt. G. W. Cockburn, R.N.R. 14th Sept. Passage.

SHANGHAI, DEPART, 28th Sept. Freight and  
Capt. H. S. Brash, R.N.R. 28th Sept. Passage.

SHANGHAI, DEPART, 21st Sept. Freight and  
Capt. W. R. Le Var, R.N.R. 21st Sept. Passage.

SHANGHAI, DEPART, 26th Sept. Freight only  
Capt. W. R. Le Var, R.N.R. 26th Sept. Passage.

For Freight & Particulars, apply to E. A. HEWETT,  
Superintendent.  
P. & O. S. N. Co.'s Office,  
Hongkong, 12th September, 1911. [4]

## NORDDEUTSCHER LLOYD.

BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR STRAITS, INDIA,  
TO SAIL ON

NAPLES, GENOA, ALGIER, GIBRA-  
LTA, SOUTHAMP-  
TON, ANTWERP and  
BREMER (.....) 16,900 { WEDNESDAY,  
Capt. H. Farnes, 20th September,  
at Noon.

SHANGHAI, TSING  
TAI, KOBE and  
YOKOHAMA (.....) 17,000 { About  
Capt. G. Meiners, 20th Sept.

MANILA, YAP, MA-  
RONN, SAMARAI,  
NEWGUINEA, BRIS-  
BANE, SYDNEY, &  
MELBOURNE (.....) 6,000 { SATURDAY,  
Capt. F. Bruening, 7th October,  
at Daylight.

KOBE & YOKOHAMA "PRINCE SICHUEN" 6,000 { About TUES-  
Capt. F. Bruening, 19th Sept. DAY, 19th Sept.

BUPAT & SANDAKAN "NORON" 5,000 { Middle of  
Capt. P. S. Smith, September

At the request of the German Line and fitted with Wireless Telegraphy.  
New System of Teletypes.  
For further Particulars, apply to

NORDDEUTSCHER LLOYD  
MELCHERS & CO.,  
GENERAL AGENTS, HONGKONG and CHINA  
Hongkong, 11th September, 1911. [7]

## THOS. COOK &amp; SON,

Tourist, Steamship and Forwarding Agents,  
Bankers, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG

SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP

LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and

CASHED.

FOREIGN MONIES exchanged.

992] Chief Office:—LUDGATE HOUSE, LONDON, E.C.

A. P. JEANNOU, 15, Queen's Road Central,

Just arrived a Large Stock from Italy,

MACARONI, VERMICELLI and SPAGHETTI,

in Packets of 1 lb. and in Boxes of 45 lbs. [1220]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,

FORGEWELDS, BRASS AND IRON FOUNDERS, CONSTRUCTORS,

TATIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships

Engines, Boilers, Railway Rolling Stock, Bridges, and all

Classes of Engineering, Iron and Wood Work

Electrical Drives, Hydraulic & Pneumatic Tools,  
installed throughout the Works.50-ton Hydraulic TESTING MACHINERY  
for Chains, Wire Ropes, Rivets  
and Metal Specimens.

TAIKOO DOCKYARD &amp; ENGINEERING CO.

TAIKOO DOCKYARD, HONGKONG

Telephone Address:—TAIKOODOCK.

BUTTERFIELD &amp; SWIRE

HONGKONG, CHINA &amp; JAPAN

## Shipping—Steamers.

## DOUGLAS STEAMSHIP CO., LD

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having  
splendid Accommodation for First-Class Passengers. Electric Light. Excellent  
Culinary.

FOR SWATOW, AMOY AND FOOCHEW AND RETURN.

(Occupying 9 to 10 days.)

STEAMSHIPS. CAPTAIN. LEAVING.  
Haiyang... Capt. J. W. Evans... FRIDAY, 15th Sept., at 1 p.m.  
Haitan... Capt. J. S. Rouch... THURSDAY, 21st Sept., at 1 p.m.

Steamers will arrive at, and depart from the Co.'s Wharf near Blake Pier.  
For Freight and Passage, apply to

Douglas, Lapraik & Co.,  
General Managers.

## JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between  
JAVA, CHINA and JAPAN.

From Expected on or about For Will leave on or about  
Tjitaroen... JAVA... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.  
Tjilatjap... JAPAN... 2nd half Sept. JAPAN... 2nd half Sept.

## Consigners.

## "BARBER" LINE OF

STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

"SAINT PATRICK."

FROM NEW YORK.

CONSIGNEES of Cargo are hereby

informed that all Goods are

being landed at their risk into the

Godowns of the HONGKONG and KOW-  
LOON WHARF AND GODOWN COMPANY,Ltd., at Kowloon, when and/or from  
the wharves delivery may be obtained.

No claims will be admitted after the

Goods have left the Godowns, and all

Goods remaining undelivered after the

14th inst., will be subject to rent.

All claims against the steamer must

be presented to the Underwriter on or

before the 7th prox. or they will not be

recognized.

All broken, chafed, and damaged

Goods are to be left in the Godowns,

where they will be examined on the

14th inst. at 2.30 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned

by

DODWELL & CO., LTD.,  
Agents.

Hongkong, 7th Sept., 1911. [1364]

## NORDDEUTSCHER LLOYD,

BREMER.



## POST OFFICE.

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe.

The attention of the public is drawn to page 10, para. 20 of the Hongkong Postal Guide for 1911. Stamps intended for postage purposes may be performed but not obliterated.

The S.S. Dili, with the Siberian Mail is due to arrive here on Friday, the 16th inst.

A Mail will close for:—  
Hainan—Per Hongkong, 14th Sept., 9 a.m.  
Macao—Per Sui Tai, 14th Sept., 1.15 p.m.

Shanghai—Per Chinghai, 14th Sept., 3 p.m.  
Shanghai, Kobe and Moji—Per G. Anjar, 15th Sept., 10 a.m.

Kobe, Nagasaki, Kobe, Yokohama, Yokohama, Honshu, and San Francisco—Per Chinghai, 14th Sept., 11 a.m.

Swatow, Amoy and Foochow—Per Hainan, 14th Sept., noon.  
Macao—Per Sui Tai, 14th Sept., 1.15 p.m.

Singapore, Penang, and Calcutta—Per Japan, 15th Sept., 2 p.m.  
Tientsin—Per Kwang Ping, 15th Sept., 5 p.m.

Kobe, Nagasaki, Moji, Kobe and Yokohama—Per Mexico, 16th Sept., 10 a.m.  
Shanghai—Per Chinghai, 16th Sept., 10 p.m.

EUROPE, &c., INDIA VIA TUTICORIN—(Late Letters 11 a.m. to Noon. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in time for the first clearance will be included in this contract mail.) The Parcel Mail will be closed on Friday, 15th Sept., at 5 p.m.—Per Dili, 16th Sept., 11 a.m.

Manila (taking Mails for Cebu and Iloilo)—Per Yuenang, 16th Sept., 1 a.m.  
Kobe—Per Tientsin, 16th Sept., 4 p.m.

Shanghai, via Siberian Mail to Europe—Per Dili, 16th Sept., 6 p.m.

Davao, Cebu, San Francisco, San Francisco and Macao—Per Tientsin, 16th Sept., 11 a.m.

Tientsin, Port Darwin, Thursday Island, Cebu, San Francisco, San Francisco and Macao—Per Tientsin, 16th Sept., 11 a.m.

Manila, Cebu and Iloilo—Per Tientsin, 16th Sept., 11 a.m.

Manila, Cebu and Iloilo—Per Tientsin, 16th Sept., 11 a.m.

Manila, Cebu and Iloilo—Per Tientsin, 16th Sept., 11 a.m.

Manila, Cebu and Iloilo—Per Tientsin, 16th Sept., 11 a.m.

Manila, Cebu and Iloilo—Per Tientsin, 16th Sept., 11 a.m.

Manila, Cebu and Iloilo—Per Tientsin, 16th Sept., 11 a.m.

Manila, Cebu and Iloilo—Per Tientsin, 16th Sept., 11 a.m.

Manila, Cebu and Iloilo—Per Tientsin, 16th Sept., 11 a.m.

Manila, Cebu and Iloilo—Per Tientsin, 16th Sept., 11 a.m.

Manila, Cebu and Iloilo—Per Tientsin, 16th Sept., 11 a.m.

Manila, Cebu and Iloilo—Per Tientsin, 16th Sept., 11 a.m.

Manila, Cebu and Iloilo—Per Tientsin, 16th Sept., 11 a.m.

Manila, Cebu and Iloilo—Per Tientsin, 16th Sept., 11 a.m.

Manila, Cebu and Iloilo—Per Tientsin, 16th Sept., 11 a.m.

Manila, Cebu and Iloilo—Per Tientsin, 16th Sept., 11 a.m.

Manila, Cebu and Iloilo—Per Tientsin, 16th Sept., 11 a.m.

Manila, Cebu and Iloilo—Per Tientsin, 16th Sept., 11 a.m.

Manila, Cebu and Iloilo—Per Tientsin, 16th Sept., 11 a.m.

Manila, Cebu and Iloilo—Per Tientsin, 16th Sept., 11 a.m.

Manila, Cebu and Iloilo—Per Tientsin, 16th Sept., 11 a.m.

Manila, Cebu and Iloilo—Per Tientsin, 16th Sept., 11 a.m.

Manila, Cebu and Iloilo—Per Tientsin, 16th Sept., 11 a.m.

Manila, Cebu and Iloilo—Per Tientsin, 16th Sept., 11 a.m.

## SHIPPING NEWS.

## MAILS DUE.

Canadian (Emp. of Japan) 14th inst.  
German (Prinz Sigismund) 18th inst.  
German (Derfflinger) 20th inst.  
America (Mongolia) 22nd inst.

The P. & O. S. N. Co. str. Malta is expected to arrive at Colombo on the 21st inst., at 5 a.m.  
The Bank Line str. Kumerie left Shanghai on the 12th inst., for this port, and is due on the 10th inst.

The Bank Line str. Oricio, which left Yokohama on the 26th ult., arrived at Victoria, B.C., on the 10th inst.  
The Bank Line str. Suerio sailed from Shanghai for Moji on the 12th inst.

The O. P. R. Co.'s R.M.S. Empress of India left Yokohama for Victoria and Vancouver, B.C., on the 12th inst., at noon.

## ARRIVALS.

Aleutian, Ger. s.s., 3,223, G. Habel, 12th Sept.—Shanghai 9th Sept., Gen.—H. A. L.

Bingo Maru, Jap. s.s., 3,373, K. Soyeda, 12th Sept.—Bombay and Singapore 6th Sept., Gen.—N. Y. K.

Wuhu, Br. s.s., 1,227, Howard, 12th Sept.—Haiphong 10th Sept., Gen.—J. & S.

Asahi Maru, Jap. s.s., 1,748, Yoshikawa, 12th Sept.—Ryofun 5th Sept., Gen.—Mitsui Co.

Unkai Maru, Jap. s.s., 2,865, K. Mori, 12th Sept.—Moji 7th Sept., Gen.—M. B. K.

Helena, Ger. s.s., 772, H. Bendixon, 18th Sept.—Haiphong and Hoihow 12th Sept., Gen.—J. & Co.

Denald, Br. s.s., 2,141, Tongh, 13th Sept.—London 29th July, Gen.—G. L. & Co.

Mynodon, Br. s.s., 3,063, Smillwood, 13th Sept.—Hankow 7th Sept., Gen.—B. & S.

Mandarin Maru, Jap. s.s., 4,551, T. Ota, 13th Sept.—Moji 7th Sept., Gen.—M. B. K.

Kant, Br. s.s., 9,300, Farquhar, 13th Sept.—Wai-hai-wei 9th Sept.

Ansayo, Br. s.s., 4,369, G. W. Cook, 13th Sept.—London 18th Sept., Gen.—J. & Co.

Feiching, Br. s.s., 1,998, Howie, 13th Sept.—Canton 12th Sept., Gen.—C. M. S. N. Co.

Chinua, Br. s.s., 1,842, Benson, 13th Sept.—Canton 12th Sept., Gen.—B. & S.

Dalja Maru, Jap. s.s., 899, Y. Yamaguchi, 13th Sept.—Tamsui, Amoy and Swatow 12th Sept., Gen.—O. S. K.

Mausang, Br. s.s., 1,444, G. S. Weigall, 13th Sept.—Sunderland 7th Sept., Gen.—J. M. & Co.

Glenagie, Br. s.s., 2,399, Graves, 13th Sept.—Rangoon and Singapore 8th Sept., Gen.—Seang Tai Hong.

Tai-shun, Chi. s.s., 1,215, R. G. Paramore, 13th Sept.—Shanghai 9th Sept., Gen.—C. M. S. N. Co.

Bajaburi, Br. s.s., 1,189, C. Wolf, 13th Sept.—Bangkok via Swatow 1th Sept., Gen.—B. & S.

Large Law, for Moji.  
Yushima-maru, for Kobe.  
Yet hing, for Singapore.  
Mynodon, for Canton.  
Tientsin, for Canton.  
Denald, for Nagasaki.

DEPARTED.  
Sept. 13.  
Telemachus, for Shanghai.  
Mishima-maru, for Yokohama.  
Bingo-maru, for Kobe.  
Choson-maru, for Foochow.  
Tijikini, for Sourabaya.  
Kwang Ping, for Canton.  
Choyang, for Canton.  
Yatshing, for Sourabaya.  
Si-kiang, for Haiphong.  
Large Law, for Moji.  
Nanchang, for Newchwang.  
Tango-maru, for Singapore.

PASSENGERS ARRIVED.  
Per s.s. Ansayo, arrived 13th Sept., from Macao, &c.:—  
Broadbitt, O. M. Hardman, T. B. Doyle, R. & Mrs. Seaman, D. B. R. F. Schep.  
Gardner, P. B. Pearson.  
Hosoon, Mr. and Mrs. J. J. McIlroy, D. H.

PASSENGERS DEPARTED.  
Per s.s. Inaba Maru, sailed on the 12th Sept., for Seattle, &c.:—  
Au Tung.  
Brahmanna, G. Orlozz, M. Dox, Sept.  
Reiner, M. M. Dixon, Master.  
Redford, Mr. and Mrs. J. R. Takouchi, K. Knight, Mr. and Mrs. H. W. Pascoe, R. W. Lewis, M. B. Wong Kiat.  
Lorrie Wong Cheong.  
Morley, A. Tam Wing.

## COMMERCIAL.

## EXCHANGE.

elling—

T.T. .... 1/9 1/2  
Demand ..... 1/9 9/16  
30 d/a ..... 1/9 1/2

60 d/a ..... 1/9 1/2  
4 m/s ..... 1/9 1/2  
T.T. Shanghai ..... 75 1/2  
T.T. Singapore ..... 76 1/2  
T.T. Japan ..... 88  
T.T. India ..... 134  
Demand India ..... 134 1/2  
T.T. San Francisco and New York 43 1/2  
T.T. Java ..... 108  
T.T. Marks ..... 133 1/2  
T.T. France ..... 226

Buying.  
4 m/s, L/O ..... 1/10  
4 m/s, D/R ..... 1/10 1/2  
6 m/s, L/O ..... 1/10 1/2  
30 d/a, San Francisco and New York 44 1/2  
4 m/s, Marks ..... 188  
4 m/s, France ..... 230 1/2  
3 m/s, do ..... 232 1/2  
Bar Silver ..... 2 1/2  
Bank of England rate ..... 3 1/2  
Sovereigns ..... \$11.08

VESSELS IN PORT.

Chiyo Maru, Jap. s.s., 13,426, W. W. Greene, 5th Sept.—San Francisco 9th and Yokohama 26th Aug. Mails and Gen.—T. K. K.

Drutag, Nor. s.s., 1,102, J. Bing, 17th Aug.—Bangkok 9th and Swatow 16th Aug., Gen.—Kin Tay Loong.

Gregory Apar, Br. s.s., 2,961, S. H. Bolson, 10th Sept.—Oculenta 25th Aug., and Statia 5th Sept., Gen.—D. S. & Co., Ltd.

Hongkong, Br. s.s., 730, Cornelian, 11th Sept.—Haiphong and Pakhai 9th Sept., Gen.—A. R. Marly.

Japan, Br. s.s., 3,806, A. Stewart, 11th Sept.—Kobe and Moji 7th Sept., Gen.—D. S. & Co.

Laertes, Br. s.s., 2,340, O. E. Page, 7th Sept.—Saigon 3rd Sept., Rice and Gen.—Wo Fat Sing.

Maclow, Ger. s.s., 996, R. G. Zollner, 8th Sept.—Bangkok 30th Aug., and Swatow 7th Sept., Rice and Gen.—B. & S.

Mario, Ger. s.s., 1,169, Schleicher, 2nd Sept.—Saigon 31st Aug., Rice—J. & Co.

Merapi, Br. s.s., 1,480, E. Uidall, 10th Sept.—Bangkok 30th Aug., via Singapore 4th Sept., Sugar—Kin Toy Loon & Co.

Mexico Maru, Jap. s.s., 3,760, N. Kobayashi, 9th Sept.—Shanghai 6th Sept., Gen.—O. S. K.

Montague, Br. s.s., 6,163, W. Davidson, 8th Sept.—Vancouver via Japan and Shanghai 6th Aug., Mail and Gen.—O. P. R. Co.

Pheumpon, Br. s.s., 1,965, Jas. H. Scott, 31st Aug.—Saigon 27th Aug., Gen.—Wo Fat Sing.

Quarta, Dutch s.s., 1,146, T. Danielson, 3rd Sept.—Amoy 2nd Sept., Gen.—J. C. J. L.

Shansi, Br. s.s., 1,228, Simons, 10th Sept.—Vakamstar 4th Sept., Coal, Gen.—B. & S.

Szechuen, Br. s.s., 1,142, Jones, 5th Sept.—Hong Kong 2nd Sept., Gen.—B. & S.

Tijitaroom, Dutch s.s., 3,666, P. Zwart, 8th Sept.—Macao 1st Sept. Ballast—J. C. J. L.

Yochow, Br. s.s., 1,056, W. McIntosh, 8th Sept.—Wakamstar 1st Sept., Coal—B. & S.

Yuenang, Br. s.s., 1,128, P. H. Rolfo, 12th Sept.—Manila 9th Sept., Gen.—J. M. & Co.

SAILING VESSEL.  
Eclipse, Br. 4-masted Barque, 2,399, White, 29th June—Canton 28th June, Ballast—Standard Oil Co.

Arrow, Br. 4-masted Barque, 2,071, O. Melvor, 24th Aug.—New York 2nd May, Petroleum—S. Oil Co.

SHIPS PASSED THE CANAL.  
1st September—Dardanelles, Derfflinger, Okeanos, Kaga Maru, Kitano Maru, Poona, Sachsen, Tonkin. 8th September—Bayern, Denarig, Benlomp, China, Flintshire, Montrose, Spazia, 8th September—Breneloh, Malta, Prometheus, Pen-bickshire, Syria, Yarra, 12th September—Ghazee, Indian, Liberia, Trental, Tydens.

Arrivals at Home. 1st September—Armand Belie, Br. s.s. 5th September—Konang, S. S. S. 8th September—Gahis, Denbighshire, Menelace, Silvia, Yang Tze. 12th September—Linzow, Elm, Teber.

## Hotels.

## HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

J. H. TAGGART, Manager.

Hongkong, 20th April, 1911.

## GRAND HOTEL.

Telephone 197.

MANAGEMENT & COUSINE UNDER EUROPEAN MANAGEMENT.

857] F. REICHMANN, Proprietor.

## ASTOR HOUSE.

(LATE CONNAUGHT HOTEL)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel, Recently renovated, and under entirely New Management. Large and comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU,

Proprietor.

Telephone, 170.

N. BLUMENTHAL,

Manager.

Telegrams "Astor."

[24]

## OPEN AIR SKATING RINK.

## BELLE VIEW HOTEL.

Telephone No. 907.

SESSIONS 10 A.M. to 12 Noon.

2 P.M. to 4 P.M.

Admission 25 cents.

5 P.M. to 8 P.M.

Admission 50 cents.

String Band will play at the above Hotel every Sunday commencing from 4 p.m. to 10 p.m.

W. GALLAGHER, Manager.

[25]

## HOTEL CRAIGIEBURN.

## PLUNKET'S GAP.

The Peak.

near the Tram-Terminus.

Tel. 56.

For Terms, apply to the

MANAGER.

[27]

## HOTEL LISTS.

## HONGKONG HOTEL.

Anderson, Miss. Marritt, Dr. O.

Burgess, R. C. Mayser, Miss

Butt, W. H. Marocki, J. C.

Chilvers, P. T. Mezerat, Lt. A.

Deyson, Mr. & Mrs. Boissat.

D. D. Moore, A. A. Jr.

Dobbins, J. A. Moulder, Mr. and Mrs. A. B.

D'Ottavio, V. North, W.

Draw, W. C. Otto, A.

Eames, E. J. W. Parker, Mr. and Mrs. R. H.

Fisher, H. G. Foster, J.

Fuller, Danman. Pond, Ernest H.

Gombour, V. Priolard, A. T.

Gould, Mr. & Mrs. Ray, E. H.

Joseph. Roy, Miss F.

Hall, Capt. T. F. Hannibal, Mr. and Mrs. W. A.

Harrison, A. Ritter, J. C.

Howitt, Hon. Mr. Sibley, J. C.

and Mrs. E. A. Solomon, H. H.

Himann, P. Spalding, Dr. and Mrs. E. J. and infant.

Spalding, J. Spalding, J.

Hoogh, Dr. S. Square, Miss W.

Howard, W. L. Stainer, Lt. and Mrs. C. B.

Hughes, Miss B. Stainer, Mr. and Mrs. C.

Innes, Capt. R. Stainer, Mr. and Mrs. C.

Jobor, Geo. Watkins, C. E.

Leyto, Mr. & Mrs. Watkins, C. E.

Lewis, Mrs. Fay P. & child.

NEWBY, E. C.

Poey, Mr.

Point, Mr.

Robinson, H. W.

Rondon, L.

Sarmiento, Mr. A.

Schwartz, A.

Seigne, Mrs.

Seigne, Mrs.

Shnyder, P. E.

Sherman, J. C.

Sizer, P. K.

Smahs, Mr. and Mrs. W.

Smahs, Mr. and Mrs. W.

Smahs, Mr. and Mrs. W.

Smahs, Mr. and Mrs. W.

Smahs, Mr. and Mrs. W.

## SHARE REPORT.

S-SELLERS. SA-SALE. B-BUYERS.

STOCKS & PAID UP VALUE.

CLOSING QUOTES.

LAST DIVIDEND AND DATE.

RETURN ON LAST YEAR'S DIV.

Hongkong & S'hal \$125 \$890 b. Interim dividend of 42 p. shares at exchange 1/4 = \$22.82 for 1 year ending 30th June 1911 8%

National Bank \$5 \$10 In Liquidation

Canal \$50 \$200 sa. \$15 for 1909: Interim of 10/- for 1910: Final of \$20 making \$50 for 1909 and Interim of \$30 for 1910 7 1/2%

North China \$5 \$155 b. \$12 for 1909 and Int. of \$3 on account of 1910 6%

Unions \$100 \$820 \$7 & 1/2 of \$2 for 190 7 1/2%

Yangtze \$50 \$227 1/2 at ex. \$7 & 1/2 of \$2 for 190 7 1/2%

China Fire \$20 \$125 \$27 for 1909 7 1/2%